ROAD and TRACK

35c

Vol. 2, no. 12

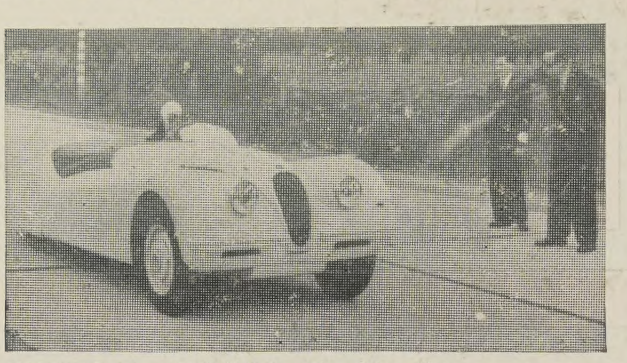
LY 1951

FERRARI AT PALM SPRINGS

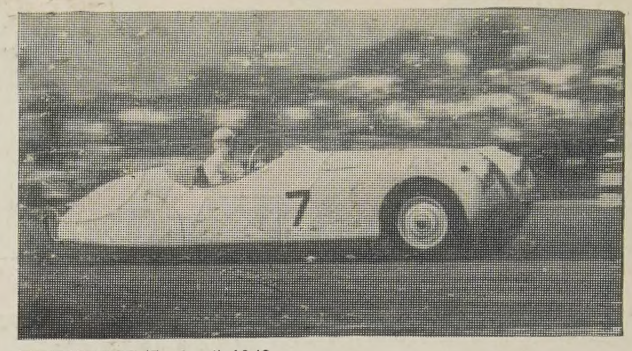
2.9 ALFA AT SANDBERG

The Motor Enthusiasts' Magazine

OUTSTANDING VICTORIES AND ACHIEVEMENTS, 1949-1950

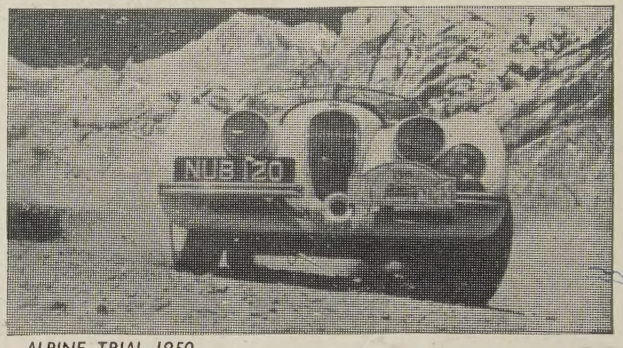


JABBEKE (Belgium) 1949 (132·6 m.p.h.—flying mile)

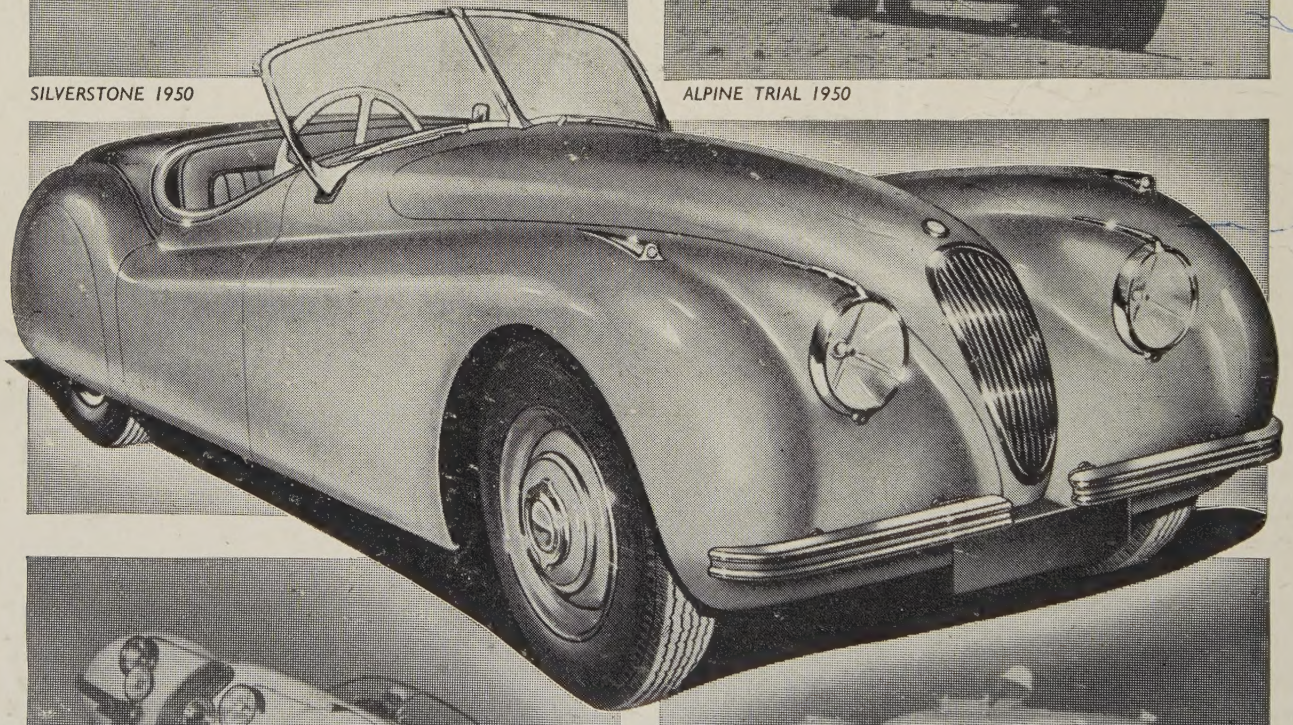


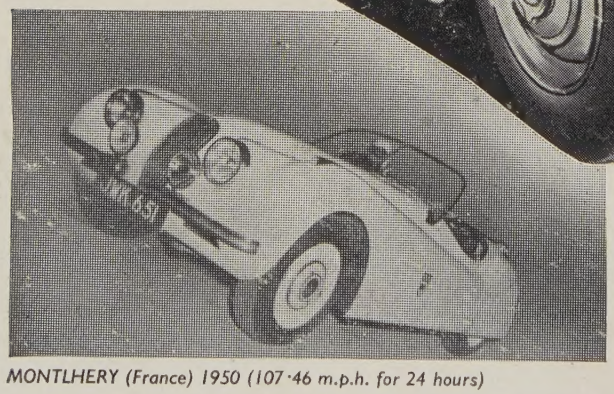
SILVERSTONE (England) 1949

SILVERSTONE 1950

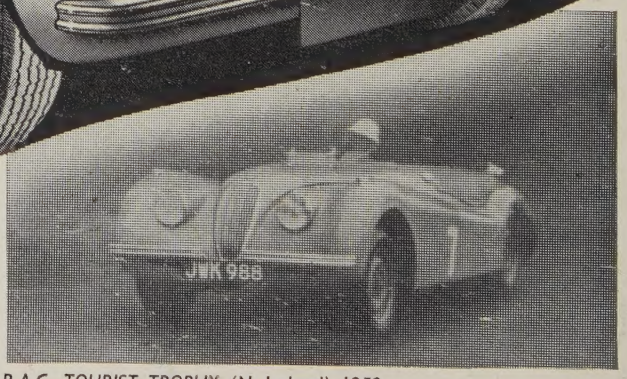


ALPINE TRIAL 1950





MONTLHERY (France) 1950 (107·46 m.p.h. for 24 hours)



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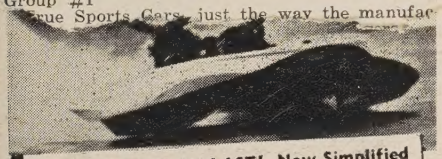
EDDIE MEYER

HOT ROD MG

Frankly I am a novice as a Sports Car fan and I unquestionably have lots to learn. What I cannot understand, however, is why the "Hot-Rods" like the Edgar MG and the Cannon Night-Mare are allowed to compete with true Sports Cars. Why don't they (the officials) segregate the entries as follows:

Group #1

True Sports Cars just the way the manufac



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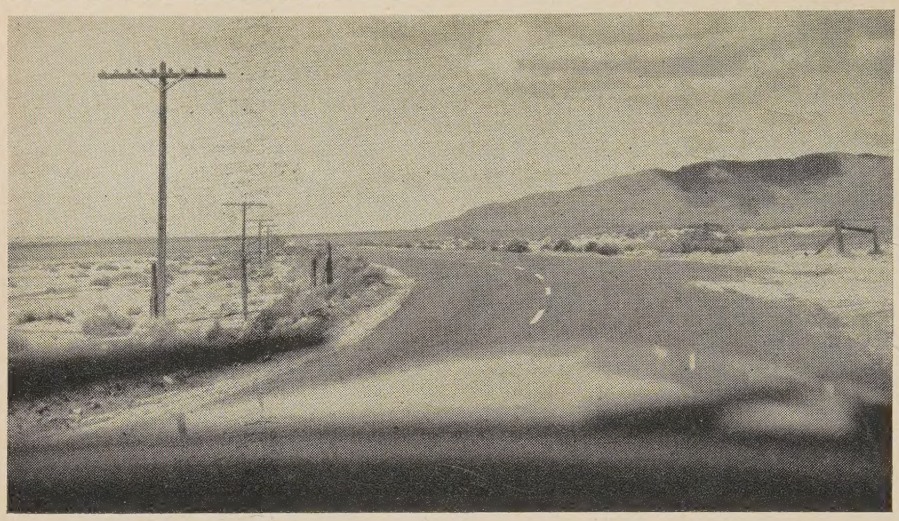


100 MPH CORNERS?

In your Jaguar road test (May 1951) you mentioned in a photo caption that "High speed corners (up to 100 mph) were taken with the Jag under complete control." Doesn't this seem a little fantastic? What kind of corner was it?

Detroit, Michigan — Skeptic

Photo above, is the actual corner taken at approximately 100 mph. Not recommended for novice drivers.—Ed.

SHALL I BUY A MG TD?

Simply stated, my problem is: should I buy an MG TD or not?

I am in doubt as to certain items . . .

(1) Does a MG hold its resale value?

(2) Do you think it will be possible to stay warm in one when this Ohio weather gets good and cold?

(3) Will the high-speed rear end (4.875 to 1) of the Mark II decrease the acceleration performance in order to obtain the higher top speed?

(4) Do you think that the extra $145 for the Mark II is worth it? I do not contemplate any road racing, but there are times that I like to go like the proverbial "bat out of hell"; and yet, if it means being the last one away from every light, I don't know whether I care to sacrifice the acceleration for the extra top speed.

(5) Considering that I drive a car fairly hard, do you think that if I put a blower on a TD (not a Mark II), that it would seriously affect the life and maintenance of the engine, transmission and rear end?

Youngtown, Ohio — Thomas C. Morris

Some of your questions are real "toughies" but we will try to answer them.

(1) The MG has the same or even less depreciation than an American car, at least in California.

(2) The curtains fit very neatly after a little re-fitting and persuasion. A good heater ought to be able to do the job.

(3) The Mark II should perform equal to the stock TD in top gear from say 20 to 60 Thru the gears will be much better on the Mark II.

(4) The extra cost is a very good value, tho you may have to add water-alcohol injection if fuel octane is lowered.

(5) Available superchargers do not give enough boost to show any appreciable loss in life, or increase in maintenance. However, with more power available, the tendency is to use the engine harder, so maintenance costs can go up.—Ed.

IN DEFENSE OF "LE SABRE"

As an automobile designer in one of the large automobile companies, I must say that Italian designers are doing a very good job in designing smart-looking cars; but, of course, they have extremely low cars to design around.

My biggest criticisms of the Italian cars are that the bodies are too flat-sided and narrow, and they have far too long hoods and too short rear deck and wheelbase.

I had no part in the designing of the General Motors' hot-looking dream cars, the "Le Sabre" and the "Buick XP-300," which are the two finest examples of the ideal sports cars ever made. . . . these cars are the best examples of good proportions yet designed, with their short hoods, very long rear deck and extremely wide and low bodies. In fact, I prefer an even shorter hood and placing the lightweight powerful engine to the rear of the car ahead of the rear wheels.

I think well designed fins and jets on the rear of a sport car to resemble a rocket space ship does a great deal in making the car very smart and fast looking. I hope many more cars in the future will be styled after the rocket ship.

Mr. Roger Barlow was very rude in his criticism of the "Le Sabre." He should realize that the many intelligent and forward-thinking automobile enthusiasts and engineers who appreciate good advanced styling would know better than to laugh at the specifications and design of the "Le Sabre," and . . . the "Buick XP-300."

I can see that many of the "Correspondence" readers of **"Road and Track"** need to be educated into more advanced thinking and appreciate the better and more functional designs of the sports cars of the future. They should get out of the old rut. We are in the Atomic Age or Rocket Age, not the horse-and-buggy age. Many of the so-called sports cars of today belong back in the 1930's.

Detroit, Michigan — Melvin C. Mawhinney

OLDS 88 A HOT ROD CHEV

Everyone who is mechanically inclined enough to really know automobiles will take a real burn at the silly letter of Leslie F. Berg (Olds 88 never been beaten). Granted that the Olds has a well-built 135 hp V-8 and uses the General Motors very light Chev-Pontiac-Olds body shell that gives it a high power to weight ratio. It in truth might be called a hot rod Chevrolet. The addition of some chrome to the Chev or the subtraction of some from the Olds makes more than a casual examination necessary to determine which was which.

This letter burns me because of Mr. Berg's statement, "Never lost any kind of race with any automobile" — I know for a fact that the Caddie 61 and the 150 hp Lincoln would change his mind quick. Also any '49 Ford with heads and cam only would do the same.

Grace Line, S/S Santa Eliana — Tom McWilliams

R & T JAGUAR TIRED?

Being a proud owner of an XK-120 "Jag", I would like to air my views of your road test (No. F-4-41) of the XK.

First, the time of your standing ¼ mile: I believe that you must have either had a tired Jaguar or that three thousand feet of altitude were doing you no good whatsoever. At an acceleration run (electrically timed standing ¼ mile) held recently near Columbus, Ohio, by the Ohio Valley Region of SCCA my stock, untuned, fully-equipped Jaguar running with full windshield in place, took second fastest time in the four-wheel class with a time of 16.80 seconds. Some other "XK" times were 16.89 and 16.94. A "Fordillac" did 16.91 seconds. All of these Jaguars were equipped with the 3.27 rear axle, I believe. I know that mine is and I was told by the other owners that theirs were.

Second, the matter of removing the skirts: Here I disagree with Mr. C in that I think that there is not enough fender left above the rear tire after the rear wheel valance, spat, or skirt is removed to retain a solid look. To me it gives the look of a broken rear spring. I realize that this is a matter of personal likes and dislikes, however, so I'll let it ride at that.

Third, this business of water inside while rain outside: I have an early "XK" (chassis No. 670116) which has the all aluminum body and the corners of the windshield act as two funnels and pour water down the outer window posts when it rains. I do understand "tho" that this has been remedied by the adoption of a redesigned windshield post. Two friends of mine have later "Jags" and they are both very weather tight.

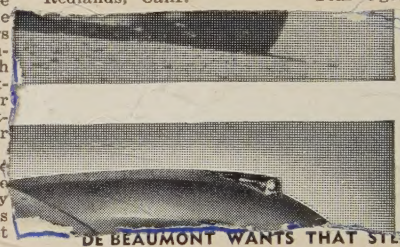
Cleveland, Ohio — Richard H. Irish

The XK-120 used in our test was suffering with a slipping clutch and high altitude lassitude.—Ed.

R & T BEST THING SINCE SEX!

I became acquainted with R & T only two issues ago and think it is the best thing since they invented sex.

Redlands, Calif. — Tom Oglesby, Jr.



DE BEAUMONT WANTS THAT STEAK!

Yum, yum—I'll be there for that steak some day! In the meanwhile, thanks for the very kind remarks about my Stutz article.

The 1933 Stutz catalog lists precisely 26 bodies if **both** the aluminum- and fabric-panelled Weymann Monte Carlos are counted. The frenzy to emulate General Motors was in full cry at the time, however, so the 54 models you mention are in keeping with the spirit of the period. Naturally, however, wheelbase and engine permutations ought not to be figured in on any count of coachwork.

How I agree about those corny horns. But they came on the car, and as there is no room under the hood, I've kept 'em where they are for the simple (and most temporary) purposes of storage. They are fine horns, anyway.

The parking lights **are** authentic; my second 1933 Stutz to have them, in fact. However, the earlier parking lamps, conforming in style with the Ryan-Lites, were used on some 1933 and '34 cars nevertheless. The '33 catalog shows some models with one style, some with the other.

—P. S. de Beaumont

NASH-HEALEY SUSPENSION

In the "write up" on the Nash-Healey I see you describe the lower link as being of cast aluminum, this is not so. The lower link is a high duty alloy forging, which is, of course, considerably stronger than a casting.

Warwick, England — Geoffrey Healey

0 TO 60 IN 6 SECONDS

I am the proud owner of a modified '50 Ford coupe. Reworked V-8 has been bored & stroked, ported & relieved, and the ignition & coil are Mallory . . . running a ¾ Howard cam and 9.1 to 1 compression ratio. Engine has been dyno tested at 202 bhp at 5200 on pump gas and car has been clocked at 114.42 mph. Completely re-suspended car to provide excellent handling qualities. On a correctly calibrated speedometer . . . turned 0 to 60 in 8.8 seconds and has never been taken by anything from a stop light including Jags and modified stock race cars.

Am designing a sports car which I plan to build in the near future to satisfy my lust for acceleration . . . 96″ wheelbase with 48″ overall height . . . completely reworked Cad engine fitted onto a four-speed gearbox . . . an estimated output of 300 bhp at 4600 . . . torsion bars up forward and DeDion rear . . . weight will be approximately 2150 pounds. Am hoping for 0 to 60 in 6 flat if I can hold traction.

John William Snyder, Jr.

CORRESPONDENCE

HUDSON COAST-TO-COAST RECORD

I am an old dirt track driver of the Duray, Hugdahl, Hory, Lockhart and Jack Logan days.

The letter re Olds 88 by L. Berg floored me. Any man with much knowledge of autos and speed wouldn't question Floyd Clymer's statements as he did.

The Checkered Flag carries the money bag . . . Hudson's 3A records over ten years old no one has dared try for . . . Hudson's 51 plus hours coast-to-coast . . . let him enter some of the races M. Teague and his Hornet are in.

Burbank, Calif. Mark M. Campbell

An Austin A-40 sedan made the coast-to-coast run in 57 hours 27 minutes by official Western Union Timing.—Ed.

88 vs. BSA

To the proud Olds 88 owner who has never been beaten: I will donate $10 to any Olds that will beat a Greyhound bus leaving Chicago destined for Milwaukee and arriving less than 30 minutes after the bus has already gotten there. As for racing a BSA 500 cc motorcycle in 2 miles that is no race, and I also would not want to give you a dime for every BSA 500 cc rider here in Chicago that would beat you in 1 mile and still be ahead of you at 10 miles. Again, I say, sir, other Olds owners may eat the strawberries you write but not other car and cycle owners. Isn't it odd that no Olds is ever beaten . . . not even by another Olds. They must always end their races in a tie.

Chicago, Illinois R. Needham

HOT ROD MG

Frankly I am a novice as a Sports Car fan and I unquestionably have lots to learn. What I cannot understand, however, is why the "Hot-Rods" like the Edgar MG and the Cannon Night-Mare are allowed to compete with true Sports Cars. Why don't they (the officials) segregate the entries as follows:

Group #1
True Sports Cars, just the way the manufacturer makes them, without superchargers, super coils, super plugs or super whing-dings.

Group #2
True Sports Sports Cars owned by millionaires who have every known gadget hanging on or about the car and silk scarf around their neck.

Group #3
Any conglomeration of automotive parts. Bailing wire and adhesive tape prohibited. This is the "Hod-Rod" class.

Kirkwood, Mo. A. L. Von Rump

HIGH POWERED FERTILIZER

When one reads some of the unadulterated fertilizer that gets into print now and then, by some of the high pressure chromium salesmen, we wonder just where the hell it's going to wind up. In this connection, I agree wholeheartedly with Morris Horton of New York City whose brief but concise and to the point letter appears in your May issue: while Mr. Horton's letter was very expressive, it was still very modest when we consider the point in question.

For one tour of duty, I put in four years in the Experimental Engineering Department of the old Pierce Arrow Co. from 1909-1913, and at that time we chewed tobacco also, we had no slipsticks, and didn't sell chromium.

Between the mashed potato drive incorporated in the chromium-plated monstrosities hiding behind the petticoats of the good old word automobile, and the shark tooth front ends, with the extra teeth hanging over the bumpers in some cases, we wonder just where the poor old automobile is headed for. These here new fang-dangle so called autymobiles with a set of brains in the transmission, long since ceased to be a he-man car. This is evidenced by the top picture on p. 13 of the May issue. (Note caption)

Anyone who is a real driver, real enough that is, to be allowed to drive, by virtue of a license, certainly should know when to shift gears, which is, of course, one of the few pleasures left in driving; in other words, you drive the car, rather than it driving you.

In closing, let's go back to the good old days of the real he-man automobile with 6 wheels, 4 on the ground, 1 for a spare, and 1 in your hand.

A friend of mine told me of a recent experience he had with a Henry J: to wit, one flat tire, right front, jacked up car for obvious reason, at which time the doors flew open; other results, friend's wife leaning on one door, observing said procedure, fell flat on her face in the dirt.

Yucca Valley, Calif. M. H. Goodnough

ROAD and TRACK

The Motor Enthusiasts' Magazine

INDIANAPOLIS STALEMATE

The situation at the "500" was inevitable . . . it was bound to happen. Only eight out of the thirty-three starters were running at the finish. Speeds were high, records were broken, spectators bored.

With engine choice limited to the four cylinder Meyer-Drake and chassis design in a stagnated condition, the competition is so keen that reliability has been lost in the scramble for ultimate performance. Variety is the life blood of racing. New designs contain the element of surprise and offer technical interest. Competition representing opposing theories is always more exciting than a contest between "cats-of-the-same-breed." There are two solutions:

First, to encourage and assist the participation of European cars and drivers. A technicality prevented the highly successful Ferrari from competing. Surely, temporary exceptions could have been made! The Mercedes team, with Farina, Lang, and an American driving, will definitely be entered next year. But still others are needed. Why not use the resulting increase of gate receipts to prepay trans-Atlantic transportation?

Solution Two calls for a change in the now out-moded Indianapolis Formula. The recent F.I.A. convention brought out the need for lower displacement limits and 2½ litres (unblown) and ¾ litre (blown) in the new Formula I, effective 1954. The Speedway Management and AAA could bring new life to the 500 and prepare America for Grand Prix road racing by announcing *now* that they are adopting the new limit for the 1954 race.

HOP UP

Right from the start, the readers of *Road and Track* have dictated the contents. You ask for more Grand Prix news, road race reports, sports car details, technical data, road tests, and foreign car news . . . so more was included.

Altho many requests were received for articles on hot rods, customizing, motorcycles, speed boats, and track racing. The result . . . HOP UP, our new 15c magazine covering all of these subjects. For complete coverage add HOP-UP to your reading menu.

PEBBLE BEACH

Spectators, drivers, and organizers all agree that the second annual Pebble Beach road race was one of the most successful yet held in the U. S. Over 25,000 fans were in attendance.

The organization, particularly pit facilities, was very good. With better crowd control (escape roads were blocked) and adequate "run-off" shoulders, Pebble Beach should become one of the prime sports car events of the world.

A very definite change in the nature of sports car racing was noticeable at Pebble Beach. Previous successes of the highly-tuned and greatly modified von Neumann MG brought a rash of cycle-fendered lightened TD specials. The outstanding success of the Barlow Simca will undoubtedly precipitate a stampede toward ultra-light special competition bodies. Considering the 6-litre bored Cadillac which powered the winning Allard, it is not difficult to predict an intensive over-boring campaign. All of which leaves the stock sports car owner as a spectator only . . . not a healthy situation.

July, 1951 **Vol. 2, No. 12**

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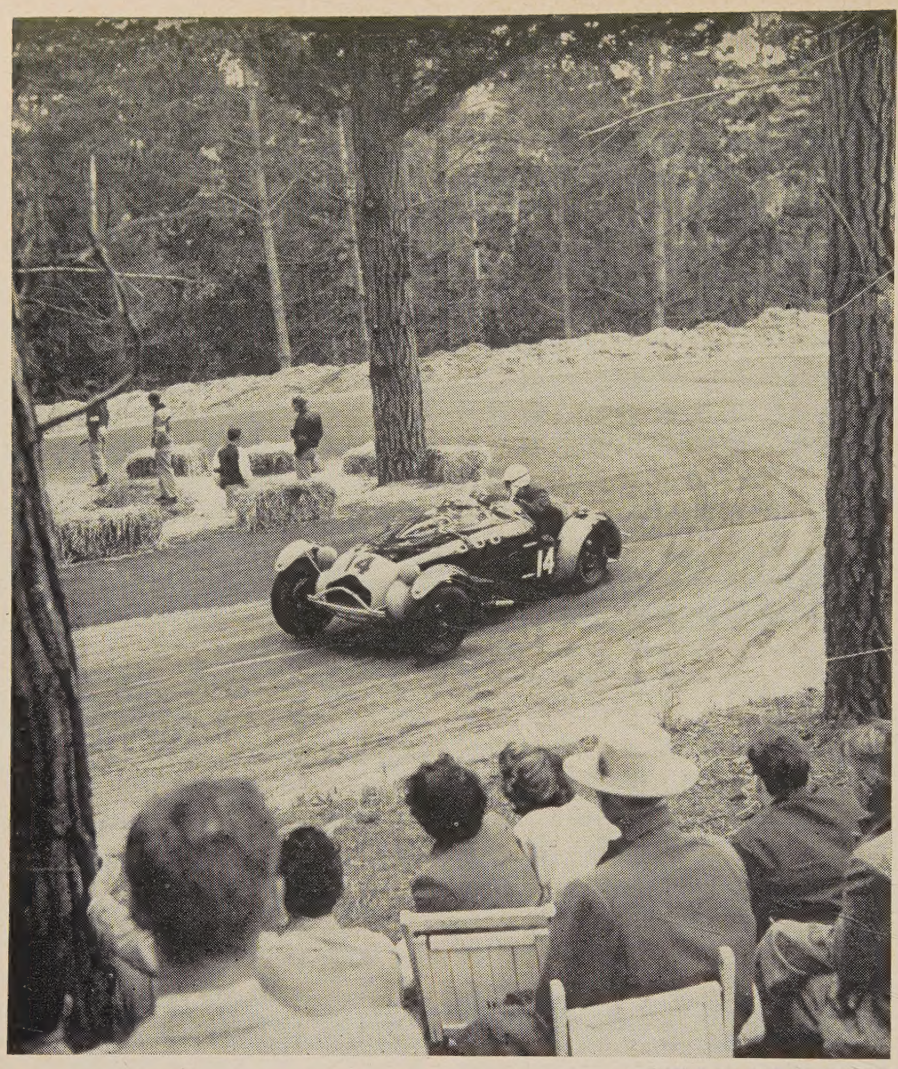
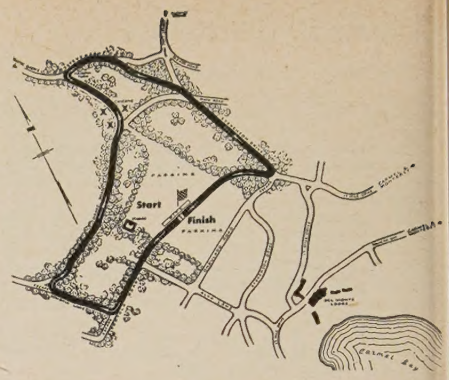
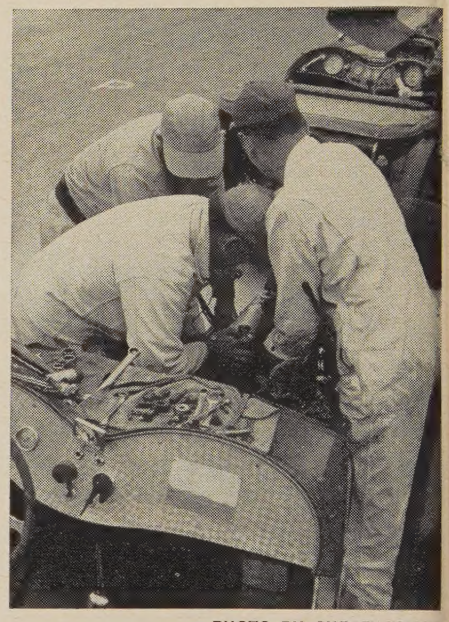


—PHOTO BY JOE AL DENKER



Pebble Beach road course runs thru tall pines. X's mark scene of crashes at haybale chicane.



—PHOTO BY CHESEBROUGH

Curt Parker and other members of Friedauer's pit crew change clutch in von Neumann's MG.

2nd ANNUAL PEBBLE BEACH ROAD RACE

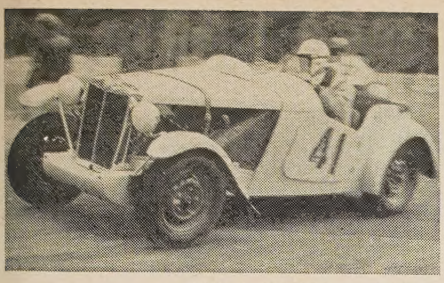
Top, above, & below: Bill Pollack, winner in Carsten's Cad-Allard. —PHOTOS BY CHESEBROUGH

Leprechauns and motor gremlins played happily with the swarm of MGs parked among the towering pines of Del Monte forest. 'Twas a grand day for the wee people as the Second Annual Pebble Beach Road Race had brought a busy crowd of interesting folks and unusual cars.

The weather was dry and the black top surface of the course was just soft enough to give good tire bite without developing ruts . . . except for one at the right angle end of the Portola straight. It mainly bothered the hot MGs as the heavier cars swept over it and the slower cars didn't develop enough turning G's to drift out that far.

There were three races, the first being the 10-lap 21-mile Del Monte Handicap with the smaller fry sent off at intervals, depending on displacement. The handicaps were quickly used up in most cases as the giants roared thru the pack with the Crosley's scattering out of the high speed groove to keep out of the way. Phil Hill's charging red Alfa 2.9 led the way home by a wide margin.

The 6-lap 13-mile Cypress Point Novice Handicap showed that the old timers had no monopoly on smooth cornering. Tip Blume in 98, who started last, stopped to ask the way, or something, then tore on madly to pass half the field, which he did in the last four laps. His TC MG may not be the fastest but it certainly was by far the noisiest. Dick Johnson, in Hastings Harcourt's XK-120 was followed in by Dick Jones in his MG-V8-60.



—PHOTO BY JOE AL DENKER

Bill Friedauer corners rapidly in his bored-out MG TD Spl. . . . a 4-Cylinder Club entry.

The first lap of the 48-lap 100-mile Pebble Beach Cup race fooled most of the experts . . . betting was that one lap would see Hill (Alfa), Edwards (Edwards), or Kimberly in the Ferrari out in front but two Allards showed more urge and Pollack in the quite new bored-out 6-litre Cad-Allard was too much for the smaller cars. Altho Hill and Chapman managed to pass Pollack, they were quickly repassed. Incidentally, it is quite unusual to see a brand new competition car win without trouble its first time out . . . shows outstanding preparation and attention to detail on the part of the crew.

The spectators may not have realized it but most of the MG owners in the 100-mile cup race had from $4000 to $6000 invested in their cars.

The Concours d'Elegance, held Sunday morning before the races at the Pebble Beach Lodge, brought out nearly a hundred shiny cars, including the LeMans Jowett, the Mark VII Jaguar Saloon with the XK-120 engine and a couple of fine vintage Duesenbergs. No mashed potato drives, no portholes and a minimum of chrome but lots of fine lines, tasteful finishes and fine workmanship. The blue Mark VII Jag was overall winner.

NOTES AND COMMENTS

Best prepared car, a toss-up between Barlow's Simca and Carsten's Allard . . . the latter showing its tremendous superiority as it spun out four laps from the finish, waited for traffic to clear, and then easily regained 1st. Kimberley's eyes puddled up ever so little as he gazed at the remains of the Ferrari, and you can't blame him.

Why not an event for **strictly** stock production cars? Talked to several who were dying to compete, but who knew their untuned cars would look silly. If the sport is to last, production cars **must** be given a run. Eastern drivers and spectators still complain that Western driving is too wild and discourteous. Drivers will obey existing rules if they are enforced. Colonel Steinmetz, determined to finish, putted around too slowly . . . collected a dented rear. The blue Simca was another very new car that was outstanding for zest and brakes, yet was free from the usual teething troubles that plague new models. It was a real thrill to see the Simca pull away from the Ferrari after one of the turns. Would like to see Barlow's Simca go East and give the boys a run. Watch for duplicates from this Scuderia.

It was feared that Jim Seeley in Ted Cannon's "Mark I" would suck up a Crosley in his fearsome air scoop. It would have held a hay bale without trouble, and nearly did several times.

Sportsmanship in the pits was outstanding. Johnnie von Neumann lost his clutch during first race . . . Curt Parker, heading Friedauer's crew, took his gang next door to von Neumann's pit, helped pull the MG engine and install a clutch while the 10-lap novice race was on. Thanks to Curt, von Neumann led the MGs home, but alas, he couldn't catch the fleet Simca. Sterling Edwards was thought by many to show among the top drivers. No fuss, no overcontrol, always in the same fast groove and never remotely in trouble. Mechanical troubles took their toll and forced him out. Singers spun out again and again.

The old timers rightly forecast that the unfortunate excess of hay in the strange and wonderful chicane (?) at the Alvarado sweep would trap the unwary. Amazingly enough this hazard caught three of the smoothest drivers while the wilder optimists managed to keep clear. During practice, Don Parkinson lost his Jaguar on loose gravel there and crashed into trees, Jim Kimberly ripped hay bales and flipped his Ferrari during 100-miler, and Dick Jones'

(Continued on page 40)

—PHOTO BY ART ADAMS

Jack Armstrong (Cad-Allard #40) overtakes MG in turn as Phil Hill (Alfa-Romeo #2) gains.

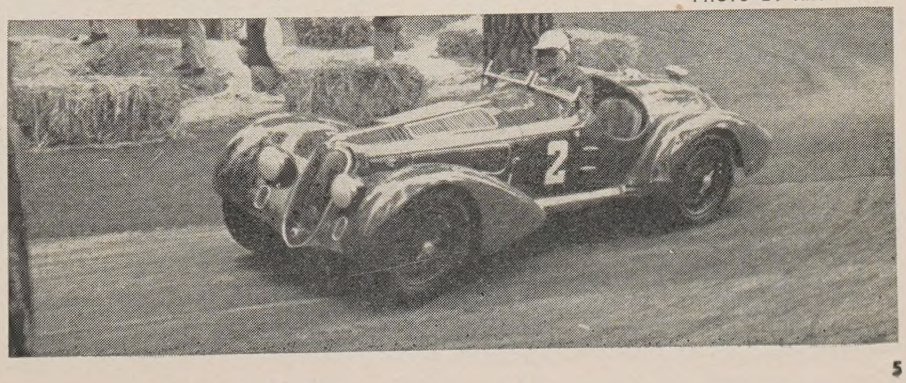
Bob Menefee (Jaguar XK-120 #23) burns rubber as he applies power to recover from slide.

—PHOTOS BY CANAAN

Jim Kimberly of Chicago Region SCCA in his beautiful red Ferrari, cornered with great ease.

Phil Hill, in 2.9 Alfa Romeo, drove a very smooth race, was the fastest man in the turns.

—PHOTO BY ART ADAMS



FORD INTERNATIONAL

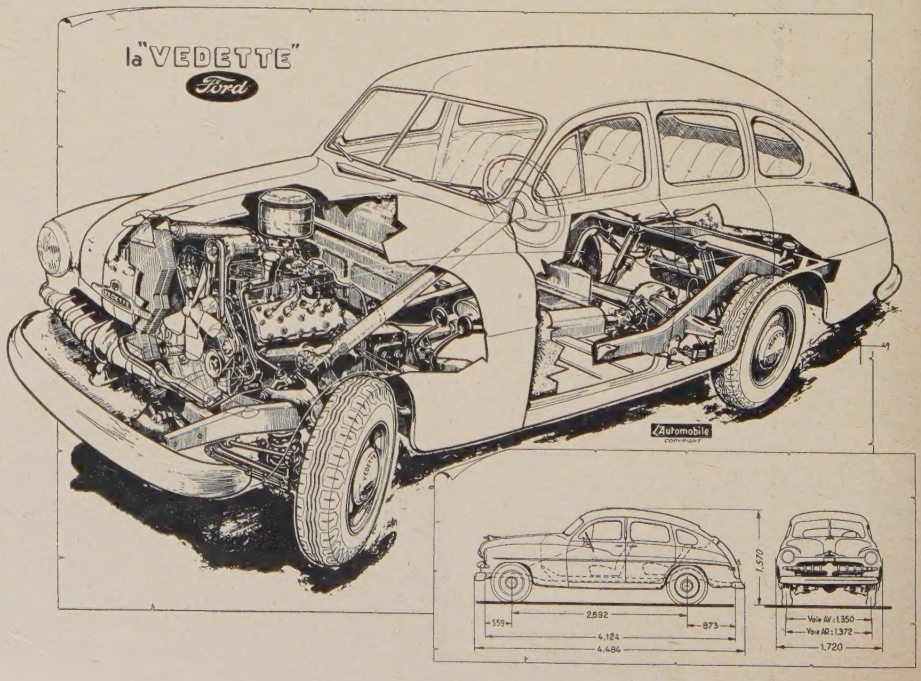
Ford's slogan during the model T days was "The Universal Car." There was never a more truthful advertisement, for the Ford has been a symbol of reliable transportation thruout the world for over 30 years.

The foreign operations of this great company are coordinated by a Park Avenue (N.Y.) office known as Ford International. Four subsidiary Ford companies, located in Canada, England, France, and Germany, manufacture automobiles under various names. Whereas the Canadian products are similar to the United States Ford products, the cars produced by the three other overseas manufacturing plants are not only unlike United States Ford products but are unlike the products of other Ford overseas companies in design and appearance.

In addition to the four overseas manufacturing companies, there are Ford assembly plants in 20 countries outside the United States. Within the limits imposed by currency restriction and other factors affecting international trade, these companies assemble vehicles manufactured by any of the Ford Companies. Thus, an assembly plant can alter its source of supply to suit the demand.

FRANCE

Ford's French operations began in 1916. The current passenger car (illustrated above) is known as the Vedette. Styling follows the American Mercury quite closely and power is supplied by a modernized V-8 "60". Altho performance-wise and style-wise the Vedette would seem ideal for the American market, the high production costs in France would preclude the possibility. Nevertheless the French Ford should be an excellent source for the now almost impossible-to-get Ford "60" engine. The Gallic version has more widely separated cylinder bores for improved cooling, a cast crankcase for additional bearing support, and conventional-type ignition. Chassis design is very similar to the current U.S. Ford.



Specifications:

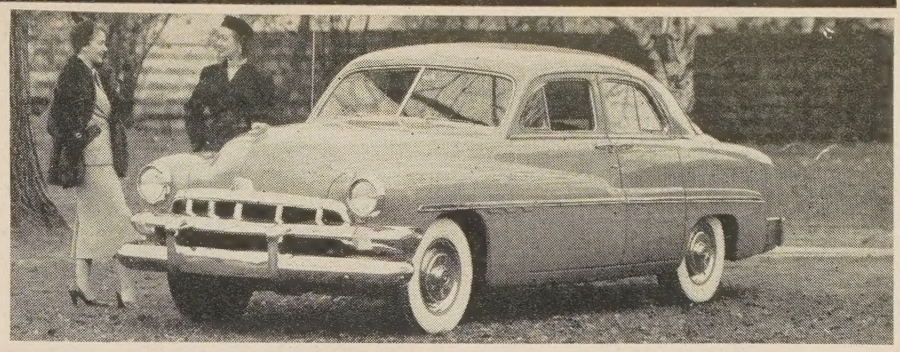
Wheelbase	107⅜ inches
Tread (rear)	53½ inches
Displacement	2,158 cc (131.68 cu. in.)
Bore	66 mm (2.64 inches)
Stroke	78.8 mm (3.15 inches)
Horsepower	65 @ 4000 rpm
Curb Weight	2596 pounds
Fuel	16 gal
Price (fob Poissy)	Approx. $2500

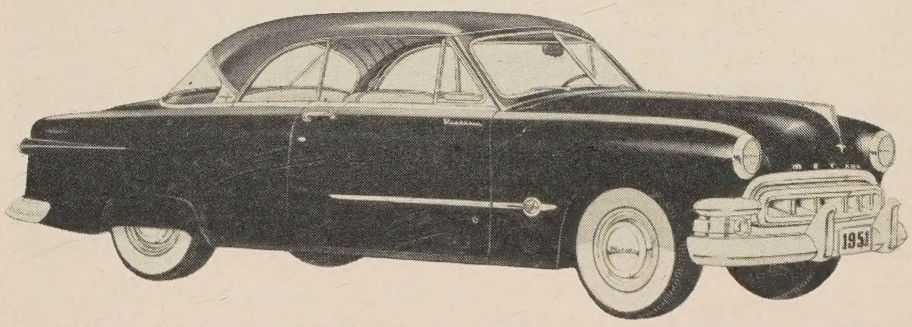
CANADA

Ford of Canada, organized in 1904, has long been a chief supplier of motor vehicles for the Dominion. With the exception of grille design and other trim details, the U. S. Ford lines are duplicated in Canada under new names—Meteor (Ford) and Monarch (Mercury). Some American customizing fans, hep to this condition, use this distinctive trim on their cars. Driving conditions in Canada being very similar to those in the United States, it is not surprising that the larger Detroit type car is most popular.

Specifications:

	METEOR	MONARCH
Wheelbase	114″	118″
Tread	56″	60″
Displacement	239.4 cu in.	255.4 cu in.
Bore	3 3/16″	3 3/16″
Stroke	3¾″	4″
Horsepower	100 @ 3600	112 @ 3600
Fuel	14 gal	15½ gal





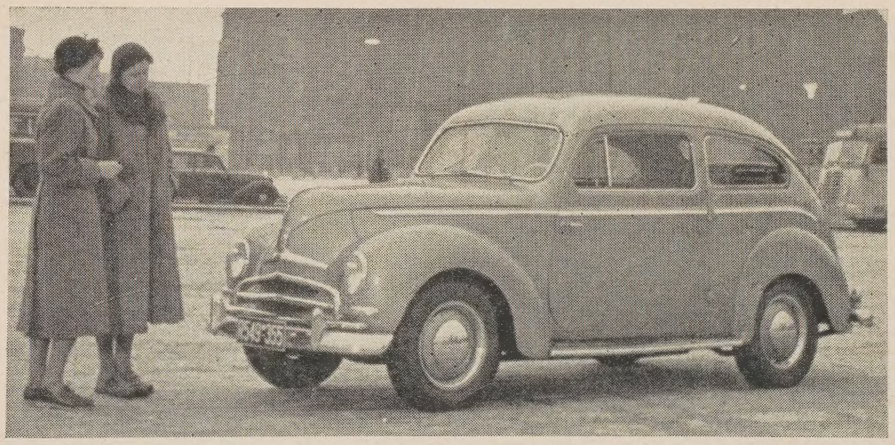
At right, top: the Monarch.
At right, bottom: the Meteor.

GERMANY

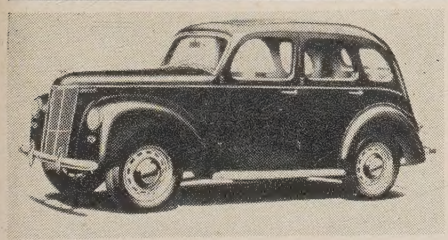
Ford of Germany began in 1925. Its current passenger car, the Taunus, resembles a miniature 1939 American Ford. Engine and chassis are very similar to British Ford's "Prefect." This prewar design is primarily a stop-gap until Germany's economic recovery permits re-tooling for a new car.

Specifications:

Wheelbase	94 inches
Tread (rear)	48 inches
Displacement	1172 cc (71.5 cu in.)
Bore	63.5 mm (2.5 inches)
Stroke	92.5 mm (3.6 inches)
Horsepower	34 @ 4250 rpm
Curb Weight	2050 pounds
Fuel	10 gallons
Price (fob Cologne)	$1500 range

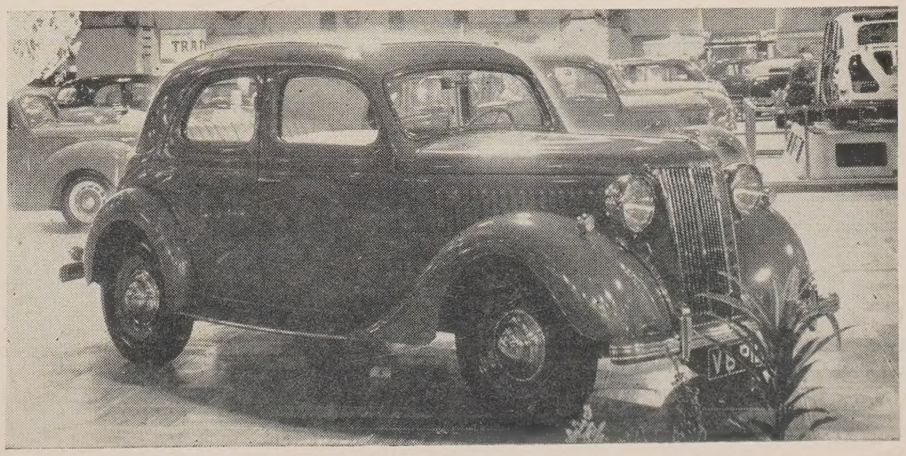


GREAT BRITAIN



	ANGLIA	PREFECT	CONSUL	ZEPHYR
Wheelbase	90″	94″	100″	104″
Tread	45″	45″	49″	49″
Engine	4 cyl 23 hp	4 cyl 30 hp	4 cyl 47 hp	6 cyl 68 hp
Displacement	933 cc	1172 cc	1508 cc	2262 cc
Weight, Dry	1652 lb	1792 lb	2435 lb	2624 lb
Price (fob Dagenham)	$784	$938	$1190	$1364

Ford's United Kingdom operation dates from 1911. Production began with the Model T and continued to parallel U. S. Ford design* until 1932 when the first "baby 8 hp Ford" was introduced. The small V-8 engine, later known as the V-8 "60" in America, appeared in 1935. The post-war designed, full-sized car (Pilot, shown at right) was recently dropped in favor of the new ohv 4-cylinder Consul (see next page) and its companion, the ohv 6-cylinder Zephyr. The smaller British Fords, the Anglia and Prefect (illustrated above), still form the basis of economy motoring, the Anglia being the lowest priced car in England. The Consul, Prefect, and Anglia are the only foreign-built Fords available in the U.S.

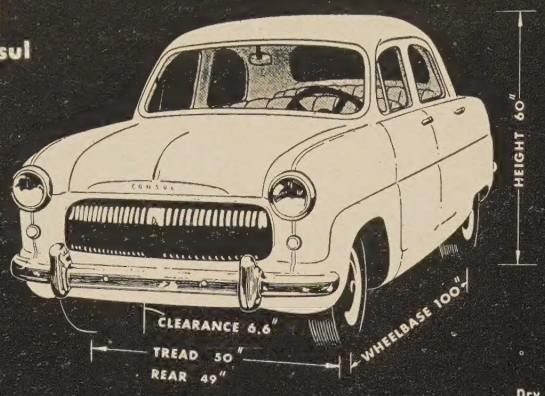


*The British Model A had a 120.16 cu in. engine.

ROAD and TRACK ROAD TEST No. F-5-51

Make: Ford

Model: Consul



Price: $1595 del. L.A.
Horsepower: 47 at 4400 rpm
Displacement: 1508 cc (92 cu. in.)
Bore: 3.125 in.
Stroke: 3.000 in.

Dry Weight: 2380 lb.
Overall length: 162.5 in.
Overall width: 64 in.
Front seat width: 50 in.
Rear seat width: 53 in.
Tire size: 5.90-13

PERFORMANCE

ACCELERATION

Standing ¼ mile	23.9 sec.
0-50 mph	19.5 sec.
0-60 mph	31.6 sec.
10-60 mph (3rd gear)	34.6 sec.

MAX. SPEEDS

1st	28 mph
2nd	48 mph
3rd	73 mph

SPECIAL DATA

60 mph — 4015 rpm 2500 fpm piston speed — 74.5 mph

FORD CONSUL

How often have you heard, "What this country needs is a modernized model A Ford." There is such a car on the market now . . . the British-built Ford Consul. Faster, larger (inside), more comfortable, more economical, safer, and quieter than the model A, the Consul sells for $1649 delivered in U. S. port cities.

Introduced last fall at Earls Court, the Consul created a sensation among people interested in the small, family-type car. Its team mate, the Zephyr Six, which is not yet in production, will be essentially the same automobile with 4 inches more length and two more cylinders. Neither model is the small car which Ford considered building for the American market. That project (abandoned late in 1946) was an L-head six of 3-inch bore.

The new Consul embodies features which give us a "condensed preview" of the 1952 American Fords. The 4-cylinder engine has pushrod operated overhead valves, and with a bore and stroke of 3⅛ x 3 inches (92 cubic inches), gives 47 bhp at 4400 rpm. Thus, even at the peaking speed, the piston moves at a conservative 2200 feet per minute . . . equivalent to a road speed of 66 mph. The clutch, 3 speed transmission and rear suspension are conventional, but the independent front suspension is especially suitable . . . with a body structure which serves as the frame.

The Consul used in our tests was furnished by Holmes-Tuttle, British Ford distributors for Southern California, located at 7122 Beverly Blvd. in Los Angeles. With only 8 miles on the odometer, we had to observe a break-in schedule so more miles were covered in this car than on any other make so far tested. After 1,500 miles, the engine still seemed tight . . . performance might improve with additional mileage. Considering the price, design, and engine size, the Consul's acceleration and performance are very good.

The gear ratios seemed very well suited to American traffic, and it was possible to keep up with normal traffic without effort . . . and even more important, without screaming the engine to the limit in each ratio. It was impossible to get a reading over 73 mph on the remarkably accurate speedometer . . . the engine being too new, but it is known that the car is capable of a genuine 75 mph.

The engine was reasonably quiet and smooth except at 35 mph in high, and at peak revolutions. At these times some vibration was noticeable. The ride was firm with very little roll in normal cornering. Actually, the handling qualities of the Consul are its outstanding feature. The steering is *absolutely without fault;* quick, positive, and light. The car can literally be thrown around corners in the sports car manner, with very little protest from the tires (when inflated to 35 psi). The brakes require very low pedal pressures and were progressive: at no time did they grab, squeal, or become erratic. The unique hydraulic method of disengaging the clutch functioned perfectly and no doubt permitted more flexible engine mountings . . . free of the usual clutch chatter caused by mechanical linkages.

In comparison with competitors, the Consul interiors are plain but serviceable. The steering wheel position is well chosen, the gear change is positive, and the driver enjoys excellent forward visibility as well as view of both front fenders. The front seat will accommodate 3 persons without crowding, and leg room is good both front and rear. A very efficient built-in ventilation system is provided.

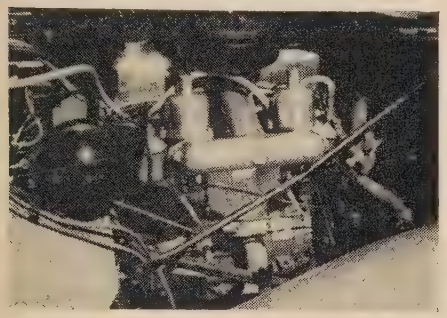
While in our hands the Consul was driven by many people, and general opinion on the

(Continued on page 37)

Something New Has Been Added!

By John Franklin Fellows

George Jessup, the gentlemanly low-pressure sales manager of Inskip in New York, probably told me about it. I distinctly remember him quietly enumerating such features of the new Mark II MG as dual fuel pumps, larger carburetors, polished ports,



over-sized valves with 150 pound springs, 9.3 to 1 compression ratio, Lucas racing coil and a 4.875 to 1 rear end.

But I must have been too excited about my new purchase—too eager to try it out—to listen to what he had to say about suspension. For it was not until after I had driven the Mark II a few miles that I learned that something new had been added!

From Inskip's, Tim Singleton and I had driven the new Mark II, the first to reach these shores, up to John Fitch's place in White Plains, New York. There it was to get its front wings trimmed back like those of a TC and a set of vertical bumpers adapted, the rear ones capable of supporting a pair of golf bags.

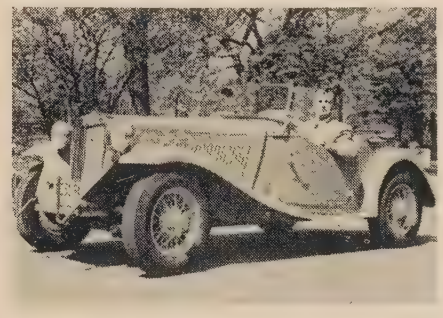
On the way, Tim and I both were pleased with the obviously superior power of the Mark II; with its cornering on secondary roads at 40 mph, and with the definitely improved steering.

It was not until I made the trip back to New York—this time over a stretch of well beaten-up roadway—that I learned learned what the Mark II has.

What it has, gentlemen, is what I, and a majority of lovers of small sports cars, have always wanted—a ride you can stay *with* over rough surfaces without the aid of a safety belt—a ride you think will prove soft on the corners but which turns out to be with next to no body sway—steering which needs no correcting after the corner is two-thirds completed.

In short, here is a car which steers, corners and sticks to the road like a true sports car—and, believe it or not, without any chop-chop!

Back in New York at Perry's, where I fitted a set of Alec Ulmann's handsome Italian-made wire wheels, I found out *why* the Mark II rides so well. Or at least I found out *what* makes it ride so well. When we pulled off the disk wheels we found that on all four corners of the Mark II there are not one but two shock absorbers—one set of the conventional Girling's and, working against body sway, a set of Andrex friction shock absorbers.



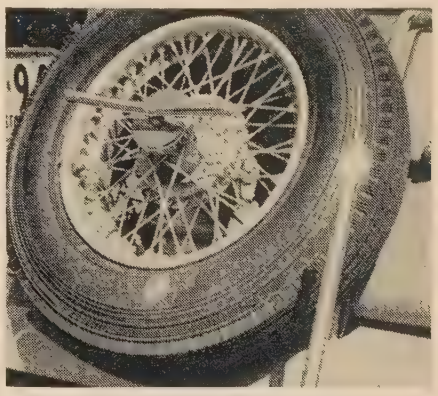
Post Script: In the May issue of *Road and Track*, I said, a little too glibly, it seems, that any neighborhood mechanic could fit the specially designed hubs required with the Ulmann wire wheels. Watching the operation at Perry's, I found the following steps were required to do a perfect job:

First the drums have to be removed and put on a brake-drum lathe so that all high spots may be planed off them, thus allowing the flanges of the Ulmann hubs to snuggle up smoothly. Next, the old drum studs have to be cut down a bit and the threads filed off. Then the flange of the Ulmann hubs have to be centered, divided equally in five parts and drilled, along with the drums, for five half inch rivets.* Finally, flanges and drums have to be hot-riveted, painted and replaced on the axles.

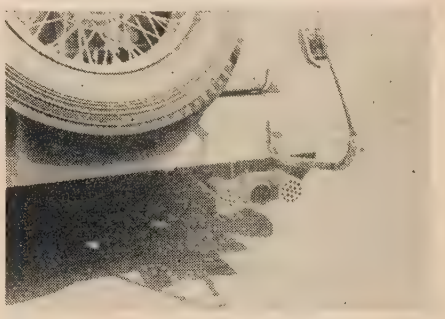
Secret of this operation is the careful removing of high-spots in the first operation. If there is the slightest high-spot on the drum, the wheel will wobble and perhaps even loosen the hub. And of course for perfectly true running, the centering-up operation must be accurate.

After the work was completed at Perry's, we found the Ulmann hubs and wheels to be so perfectly balanced that no weighting whatsoever was required!

* The same problem was met by Competition Motors and solved thus: Countersunk-head bolts supplied with the kit were fitted thru reamed holes in the hub flanges and drum, then staked. Drums were re-turned (inside) to restore true concentricity.



A special fitting was made for the spare, making easy removal possible. Note rear bumper.



Perry Fina's special MG muffler is fitted with a cutout for competition. Weighs 25 lb. less.

To clean the engine, which runs reasonably cool despite its 9.3 to 1 compression ratio, George Jessup, sales manager of Inskip, recommended an Autocessories polished aluminum valve cover and inspection plate with two oil breathers. The cast aluminum also helps quiet the over-sized valves and 150 pound valve springs of the Mark II MG TD.

PHOTOS BY KARL BEINHAUER

DAMP DOINGS AT SILVERSTONE

Parnell, Fangio and Rosier wait in a deluge for the final event to start. Conditions finally stopped the race after 6 laps of splashing about.

PHOTOS BY BOB MORRIS

by Bob Morris

The 1951 "Daily Express" Silverstone meeting will bid high in the annals of road racing, if only because of the extraordinary weather conditions which prevailed. The final of the International Trophy, and fortunately the last race of the day, was started on time in torrential rain, only to be cancelled after the leading car had completed but a fraction of the full distance.

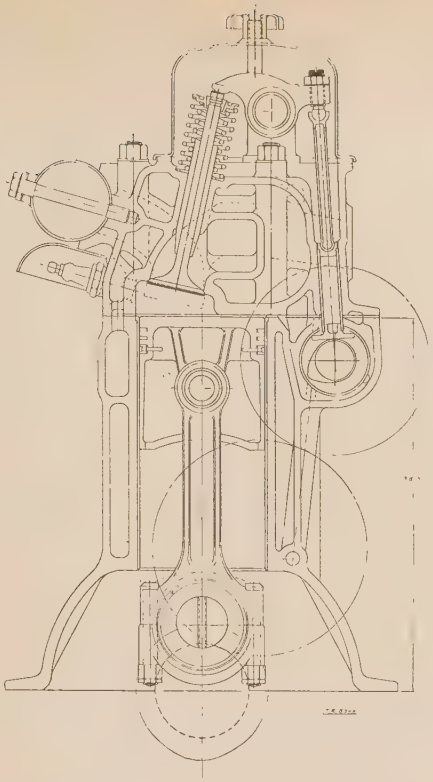
Sensation came early on the first day of practice: Scuderia Ferrari announced the withdrawal of their two 4½ litre, unsupercharged, Ferraris, to have been driven by Ascari and Villoresi: Fangio, one of the team of four driving the new Type 159 supercharged, 1½ litre Alfa Romeos, put in three successive laps at 95.40, 97.19 and 98.10 mph. All of these times handsomely, tho unofficially, beating the lap record for the course held by Farina since 1950 at 94.02 mph. Those hoping to see the big Ferraris do battle with the new Alfas, out for their first airing, were sadly jolted by the news of the Ferrari withdrawal. However, the day before the race, Parnell, the British driver, who was expecting delivery of a 1½ litre Ferrari, received instead one of the new 4½ litre cars. It is believed, incidentally, that this car is one of the two that Ferrari ran last year for the first time in the Italian Grand Prix at Monza.

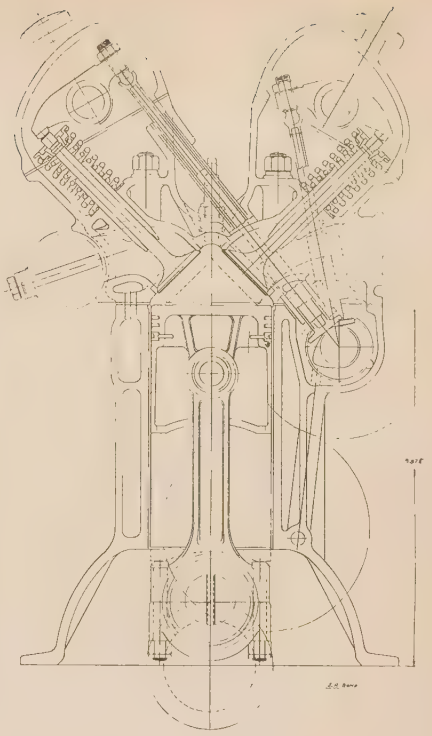
(Continued on page 31)

Forlorn pit crews wait under shelter in hopes the rain will stop. Note smooth wide surface.

Parnell (Ferrari) passes Bonetto on Club Corner in Heat 1. Note the excellent course markings.

Misc. Ramblings by the Technical Editor





Illustrated is a pair of cylinder head designs from the writer's drawing board, dating back to 1943. The idea then was a 3-litre (183 cu in), 6-cylinder engine, and the basic idea was to design a mass production engine which would lend itself to conversion to a sports car powerplant. The same "short block" assembly is used for both engines, the mass production version using a head with in-line valve arrangement and a combustion chamber which is remarkably similar to the latest ohv engines. By using a different camshaft, the sports or "TT" head can be mounted on the same basic block. Here the similarity to the new Chrysler set-up is apparent. One of the best features of this design is the camshaft location in the block (for low cost of manufacturing and ease of servicing), but re-locating this shaft as high as possible to give very short push rods. Admittedly, this arrangement is a combination of ideas taken from the pre-war Talbot-Lago, the BMW-328, the Peugeot 203, and certain Seammel patents. Then (in 1943) the idea had much to recommend it, and today it still seems an excellent basis for developing an American sports car engine.

Saw one of the most interesting specials in a long time the other day. Not quite completed, but running, it consisted of a pre-war Citroen F.W.D. convertible coupe. Into this well suspended, frameless "chassis" was mounted a six cylinder 1750 cc supercharged Alfa-Romeo engine, an Alfa clutch, and a Studebaker Champion overdrive transmission and rear driving axle. The problems successfully met by the enthusiastic builder will be described in detail when the car is completed.

Tip for late model Ford owners: Make up special rear spring leaf clamps to replace the flimsy stock affairs and you will be amazed at the improvement in general handling and cornering ability.

A British friend says the rear end of the Henry J reminds him of a pair of plucked chickens—viewed from the rear. Another interesting description of the same aspect concerns the similarity to a teen-age sweater girl.

So-called Economy cars (both foreign and domestic), and economy features such as overdrive leave me cold. The "economycars" do show some savings in fuel for city driving, but for cruising at speeds of 60 or more miles per hour, the difference is very small. And when the first cost is practically the same as a standard Chevrolet, Ford, or Plymouth—with much higher depreciation, the savings in dollars in cents becomes a liability for the average owner. It is an interesting fact, noticed when comparing consumption of cars of all sizes, at speeds of 30, 50, and 70 mph, that there is remarkably little difference at 70 mph. Apparently the small engines are working near their upper limit at this speed, while the big engines are still loafing. Also, at 70 mph, wind resistance is the big factor in power required and in fuel consumed. The overdrive, on the average, saves about 2 miles per gallon and costs $96 extra. At 30 cents per gallon, 15,000 miles as an annual mileage, and a jump from 16 to 18 miles per gallon, it would take over 3 years to pay for the device. Of course, you may get a little more for the car when you trade it in, but there is also the added maintenance cost of more frequent brake re-lining, plus repairs to the overdrive unit and its electrical "gear," which in many cases is not negligible.

Consumers Union for May 1951 gives one of the most complete and thoro analyses of American cars ever published. Everyone has their personal likes and dislikes concerning cars, and while I do not agree with C.U. in many details, I do feel that in general they have been most fair. Biggest beef concerns their description of the Hydramatic as the "most complicated." In my opinion, it is still the best of the automatic transmissions, on the score of simplicity, efficiency, and reliability. C.U. also misses the point completely in their comments on Italian design: they were never intended to be family cars. Must we *always* think in terms of family cars and mass production?

Latest news from the Briggs Cunningham organization . . . . four cars have been completed and are on their way to LeMans. One, powered by a Cadillac ohv, is to be used as a practice car to save the three Chrysler powered cars for the actual race. Drivers (Cunningham, Huntoon, Weaver, Rand, Walters, Wacker, and Fitch) and pit crew are also on their way to France.

The Chrysler ohv engine used in the Cunningham is equipped with four carburetors and a modified cam. Ports were enlarged and polished. The engine was almost perfectly balanced when received from the factory . . . . a tribute to Chrysler's manufacturing tolerances. Tests were run in a Chrysler Imperial Sedan weighing 4500 pounds. With the stock engine, 0 to 100 required 48 seconds . . . . with the Cunningham-modified engine—only 28 seconds. This performance would indicate nearly 300 hp. The top tach reading . . . . 6000 rpm . . . . is equivalent to 129 mph!

When originally announced, the Cunningham car had the transmission located at the differential . . . . it is now in the conventional position. A Pat Warren quick-change rear end provides a choice of ratios.

Little known fact: You can buy a Chevrolet with the 235.5 cubic inch engine and standard transmission. Most dealers will make the change (before delivery, of course) to the largest truck engine for about $85. The truck engine does not have the hydraulic lifters of the "Power Glide" powerplant which means a little more tappet noise initially, but much less "noise" (in more ways than one) after the first year or two. For another $20 labor charge you can also change the rear axle ratio to 3.73 which I strongly recommend for the longer stroke engine. Reasons are more apparent by studying the following table where Performance Factor is given in cubic feet of explosion volume per ton mile using a loaded weight of 3650 lbs. Also note that the 3.55 axle requires a torque converter for adequate performance.

Engine Cu. In.	*Axle Ratio*	*Engine Revs/mi.*	*RPM at 2500 FPM*	*MPH at 2500 FPM*	*Performance Factor*
216.5	4.11	3095	4000	77.5	106
235.5	3.73	2810	3810	81.4	105
235.5	3.55	2670	3810	85.6	99.5

1951 LE MANS REGULATIONS

by P. S. de Beaumont

The famous, internationally recognized 24-hour race at Le Mans, in France's Sarthe region, is normally sponsored annually by L'Automobile Club de l'Ouest, an important regional motor club.

Held since 1923, the Le Mans race is the greatest of all for sports cars. Many years ago, up to 1935, American cars competed, and sometimes quite successfully. But it was not until 1950, in the second post-war revival, that American drivers, cars and engines were seen again on the reconstructed 8⅓-mile road course. Much enthusiasm was aroused by the good showing of our people and products, and this was given further impetus when it became known that our 1951 representation would be much stronger. And still more interest was stimulated when the Sports Car Club of America inaugurated its annual Le Mans-type race at Sebring, Florida. It is, therefore, quite timely to examine at least the major Le Mans rules.

The A.C.O.'s 1951 rules make up a 20-page, 8¼x10½-inch booklet in small type. It is filled not only with detailed regulations, but with a complex of fines and penalties for non-conformists.

Here are the salient rules, gathered under several headings:

Cars

The rules affecting cars serve in effect to restrict entries chiefly to sports cars, altho there is no specific ban against other types. As will be seen, coachwork and catalog requirements practically eliminate pure racing cars, and average passenger cars are not too often entered, their chances against real sports cars being rather poor.

The entrant, of a production car, must present, with his entry blank, a copy of the genuine catalog to which the car conforms. It is, naturally, prohibited to submit a catalog printed just for the race. The cars are meant to be stock.

But, as catalogs do not normally specify compression ratio; valve diameter, timing, and lift; car weight; material and type of pistons and rods; transmission ratios; make and number of carburetors; make of electrical system; fuel and oil capacities; and the type of coolant, the entrants are given complete freedom to deviate from standard in these specifications **only.** The only imposed limit on the "souping up" thus allowed is that the supplied 80-octane fuel must be used without adulteration helpful to anti-knock qualities.

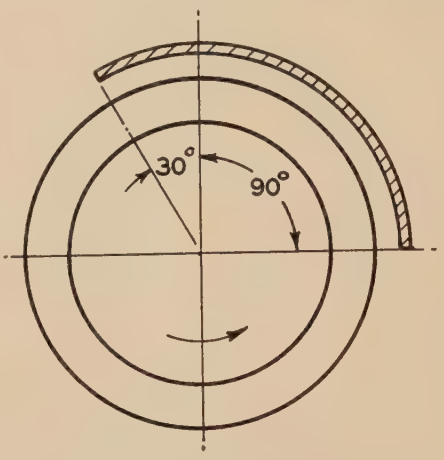
The nearest thing to a special car allowed by the rules is a "prototype." The intention is not to create a loophole, but to admit new models not yet in full production. In entering a prototype, a sworn statement must be submitted that at least ten examples have been built, sold, or scheduled. This regulation makes it exceedingly costly to enter an out-and-out special, and is why Briggs Cunningham is now in production.

Coachwork requirements are detailed. Essentially, the bodies must be real and practical touring types, without temporary lash-ups or mere technical compliance. There must be space in any body style for at least two in front, and both open and closed cars are eligible. Rear seats are optional, but must meet front-seat requirements. Unoccupied seats may be decked over with removable coverings of flexible or rigid materials.

There must be at least one rigid door, measuring not less than 15¾" wide by 7⅞" high, with hinges and latch, on open cars. Closed cars must have at least two doors, one on each side, and doors on any car must provide real and direct access to the front seats.

Windshields are mandatory for closed cars only, on which they must measure at least 27½" wide by 7⅞". Safety glass and automatic wipers are obligatory.

There must also be proper fenders, covering at least as much of the wheels as the sketch



indicates, and wide enough that no part of the tires extend laterally beyond them when the wheels are aimed straight ahead.

If bodywork partly or wholly serves the functions of fenders, it must still meet their requirements, as must cycle fenders turning with the steering.

There are many additional necessities, such as top, hood straps, rear-view mirror, muffler, spare wheel with tire, stop light, firewall, fire extinguisher, and, in closed cars, adequate ventilation and vision.

The Le Mans race is traditionally a particular test of electrical equipment. Self-starters are required, no other starting means whatever being permitted.

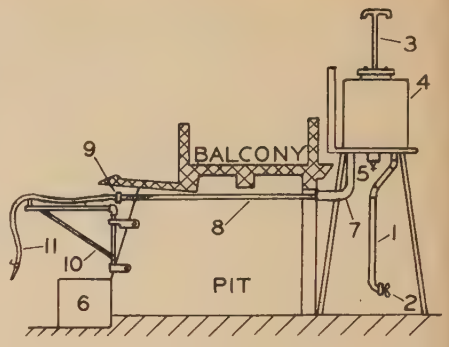
Legal headlamps and tail lamp are also called for, and must be used in the race from 9:30 pm until 4:30 am, it being mandatory to stop and repair any failure.

Before the race, the cars are thoroly inspected and sealed, the object being to ensure conformance with both the catalog and the race rules in both letter and spirit. In the absence of prior measurement under official scrutiny, inspection will include dismantling the engine.

The sealing applies to a great many parts, such as starting crank, all pipe and tube joints, the major electrical units, and all fillers and drains.

Crews

Each car must have two drivers and may have two mechanics. Also, each crew must have an individual with the sole function of refueling.



Pit Equipment

There are permanent concrete pits opposite the grandstand, roofed over and divided by walls. Each has a counter on the track side.

There is a fueling rig for each pit, essentially consisting of a gasoline hose on a hinged bracket, delivering fuel by gravity from a large overhead tank serving several pits.

As all tools and spare parts must be carried in the car, pit supplies are limited. Only the following may be on the pit counter for the car crew: A jack; an air pump or tank for tires; an oil drain pan; a wet cloth or sponge for windshield cleaning; coolant and oil funnels; and the knock-off hub hammer. Spare wheels and tires may also be kept at the pits.

An official remains in the pits to watch over each stop, and to oversee the breaking and replacing of seals on the various filler caps and other parts.

The Competitions

The 1951 race involves simultaneous competition for the 14th annual cup for distance, the 5th annual cup for performance index, the final of the 17th biennial cup, the elimination for the 18th biennial cup, and for many secondary prizes. There are cash awards for the drivers of nearly all the 60 cars permitted to compete, and for many of the mechanics.

The 14th cup for distance is awarded simply to the car travelling the greatest distance in 24 hours, regardless of displacement. However, records are recognized in international classes A thru J.

But all contestants must meet the performance requirements of the famous Le Mans formula. This formula is occasionally adjusted as experience dictates, and for 1951 is:

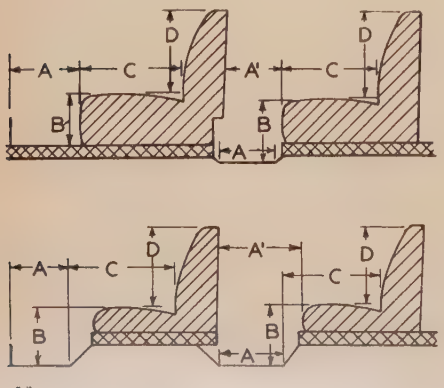
$$\frac{D_1 = 3000 \times C}{C+350}$$

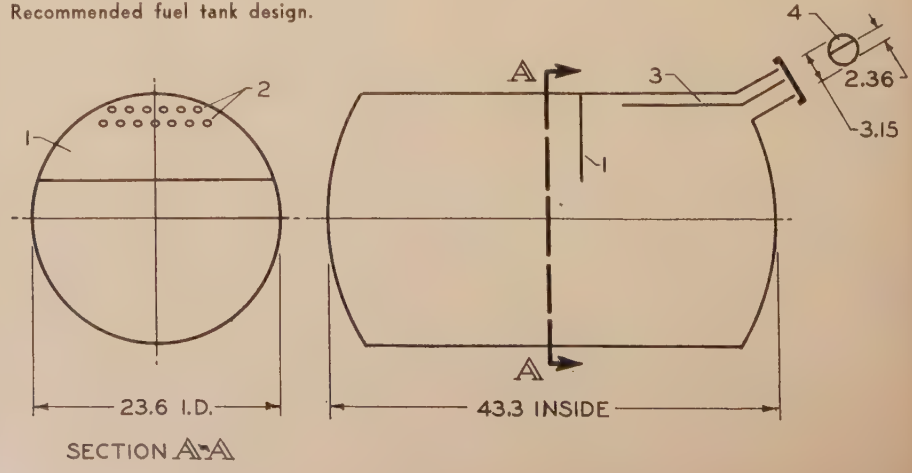
where D_1 = minimum distance to be covered, and C = the bore-and-stroke displacement in cc for both 2- and 4-cycle engines. C is doubled for supercharged engines.

D_1 is the fewest kilometers which a car must cover in 24 hours. There always remains, however, the requirement of completing the 24 hours and of finishing the last lap during which the 24th hour ended.

To be classified by performance index, a car must have covered in the 24 hours a distance D at least equal to D_1. A car's performance index is then equal to $\frac{D}{D_1}$.

Recommended fuel tank design.





BUT, a further regulation is imposed. To gain full credit for D, a car must cover the mileage in excess of D_1 at an average speed not less than that imposed by the formula. Should a car make a lesser average, its D is reduced arbitrarily to D_1, and its performance index becomes 1.000.

The annual cup for performance index is awarded to the car with the highest index. This car would not necessarily be the winner of the cup for distance, although this has happened.

The winner of each year's biennial cup is determined by combining the results of the current race with that of the previous year. In other words, each year's race is at the same time a final heat of last year's and a qualifying heat for next year's, insofar as biennial cups are concerned.

The Race

The start is of the well-known Le Mans variety, in which the cars are diagonally parked, with engines stopped and doors closed, on one side of the road, while the drivers stand ready on the opposite side, facing their cars. At the signal, the drivers run to and get in their cars, and use the self-starters.

The race is run clockwise.

While drivers may relieve each other at will, only one of them, and no one else, may be in the car at one time.

Stops for refueling, or for changing drivers, must be made only at the car's own pit, and any pit stop, for any reason, must include complete stopping of both car and engine. A car overshooting its pit must be pushed back by hand.

No spare fuel, oil, or coolant may be carried aboard, and no refueling stop is allowed until at least 25 laps after the last refueling. Further, every fuel stop must include topping up the oil and coolant.

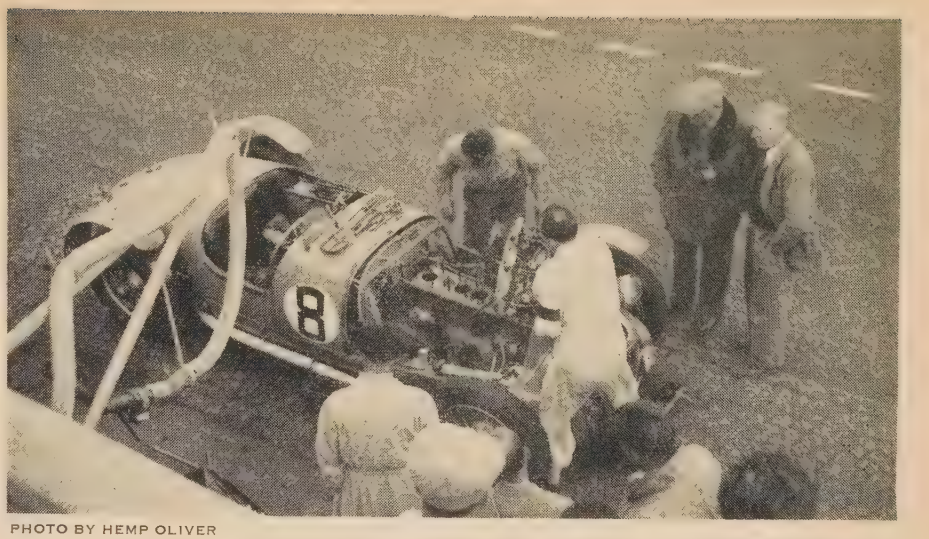


PHOTO BY HEMP OLIVER

At no time may more than two people be on the track during a pit stop, although these two can be any combination of the car's two drivers and/or mechanics. The slightest assistance from anyone else entails the car's disqualification. The refueling man may not even remove or replace the filler cap!

The requirements as to the continued good condition of the car are strict, and the judges may disqualify even for minor failures of coachwork. Repairs are permitted, but any and all parts, tools, and supplies for such repairs—even flashlights—must have been carried in the car from the start. All work must be done by the two crew members.

In conclusion, it ought to be mentioned that the A.C.O. takes justifiable great pride in their course, their race, and in their strict enforcement of the rules. They have combined years of experience, large expenditures, and a strong sense of duty to give the Le Mans race its enviable position as a very important factor in automobile development.

— Poets Corner —

Some Lines From the County Jail

Your brand-new sports car is in tune,
Its paint is gleaming bright,
There's power underneath that hood,
And all the world is right.

The sun is high, the sky is blue,
The road is smooth and straight,
When in your mirror you espy
A "Squishmobile V-8."

It roars up like a railroad train,
And pulls out wide to pass,
You see six grinning faces
Pressed hard against the glass.

Its twin pipes make that razzing sound
That grates upon your ear . . .
There is a loud derisive laugh,
A crack you don't quite hear.

The blood has now begun to stir,
Your ears are turning red . . .
You do not like that "Squishmobile,"
Or what those wise guys said.

You stomp with purpose grim upon
The gas, and grip the wheel,
Your jaw assumes that bulldog look,
Your sinews are of steel.

You see that horrid car begin
To get that power surge . . .
To pass that "Squishmobile" is now,
An all-consuming urge.

You're up and even with it now,
You KNOW you're going to win,
But neither of you score a gain,
And neither will give in.

The needle points at ninety-five,
Then a little faster . . .
But why this premonition now,
Of imminent disaster?

You risk a hurried glance into
Your mirror's silver face,
Then suddenly you just don't care
So much about the race.

'Tis then you hear the siren's wail,
And see the ruby light . . .
The "Squishmobile" and you have now,
Both realized your plight.

You slowly ease up on the gas,
The other car does too,
You wave to show him he may pass . . .
He does the same to you.

But now it is a bit too late,
This friendship to begin,
You're both pulled over to the curb . . .
It is the cops who win.

And so when next you want to race,
Some fast domestic heap,
Settle your contest at the "lakes,"
Or thirty days you'll reap!

—Samuel Weill, Jr.

MILLENIUM

The morning mist curled soft grey hands
About the hillocks low
Sleepy houses with shade-drawn eyes
Sat muffled, all in a row.

The rising sun told of coming day
With a banner, furled on high,
Of light, pink clouds that woke and blushed
With a stretch, a shake, and a sigh.

When out of the dim gray distance
Came the blatant snarl of exhaust,
And morning breezes blowing
Brought a howl like a banshee lost.

The sleeping burghers stirred in bed
And cocked a drowsy ear.
Then sat bolt upright, opened eyes
Tinged with the light of fear!

Pop shook his head as he came awake,
And reached for Mom's small hand.
"Fear not," quoth he, "We'll stay right here
And make our final stand."

The noise grew louder yet, until
The car turned up the street,
Then the giant's voice dropped to quiet tones
And the howl to a humming sweet.

"Oh," said Pop, and dropped Mom's hand,
"It's only our little Ted.
I'll sell that gol-darned MG yet
If he don't get home to bed."

—Robert E. Bulman

CLEAR THE ROAD!

My wife's a dandy driver,
She never hits a thing.
They always see her coming
And really take to wing.

On turning left she buzzes
The right hand curb before,
And drives straight down the center
To let me out the door.

She slows right down at stop signs
To twenty miles an hour.
The double line means nothing,
If her car has the power.

She says she knows the signals
For driving 'round the town,
So if she holds her hand out—
It means the window's down.

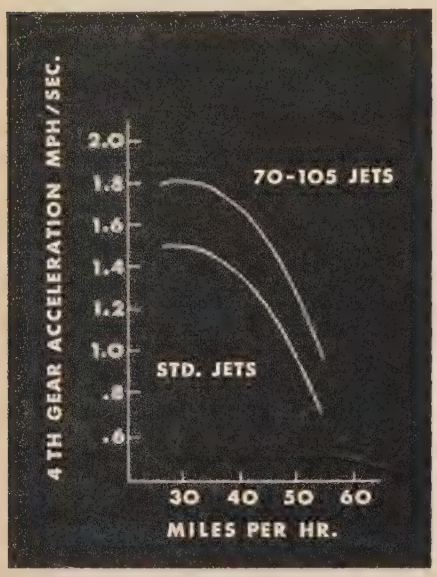
In case you'd like the reason
I bought her that new car:
I'll never have her driving
My S. S. Jaguar.

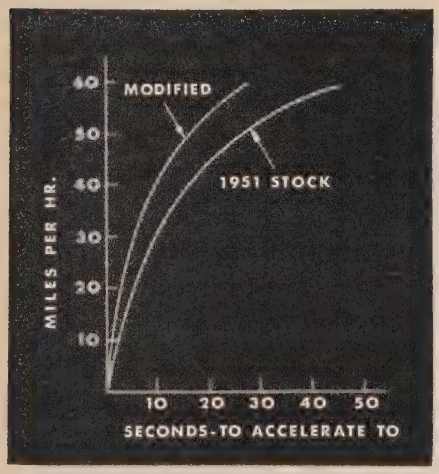
—M. M. Palmer

HOPPING UP the AUSTIN A-40 SEDAN

by W. D. Craig, Jr.

The Austin A-40 cannot be made into a competition car because of its weight; however, it can be "warmed up" to improve its performance considerably and to make it suitable for fast rally driving. The following alterations are inexpensive and simple to carry out and add a great deal to the enjoyment of driving this small car. The accompanying curve of acceleration times shows what can be accomplished.

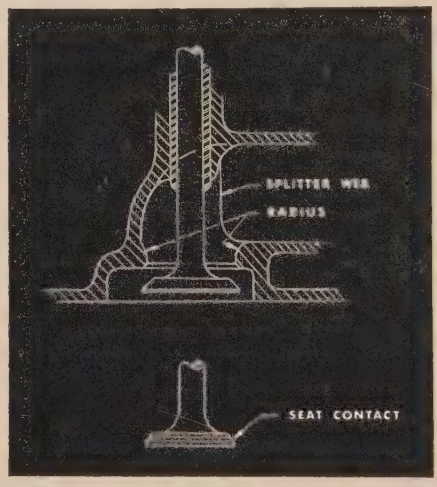




CYLINDER HEAD

The first change to make is in the head. The bearings and rods will nicely withstand raising the compression ratio to 7.8:1. The variation in production heads is sometimes considerable. The author has measured A-40 heads that vary from 6.8 to 7.4:1, while 7.2:1 is considered standard. It is, therefore, best to measure the head cavities before starting any work. With valves and spark plugs in place and the head inverted and level, the capacity should be 36 cc per cylinder. If you have much more than this, it would be best to get another head to rework. A careful examination of the wall thickness of the water passages must be made to see how much material can be safely ground from the head. It is also in order to check the amount of material at the spark plug hole. Grinding .036 inches from the head will raise the compression ratio 0.4 while the removal of .053 inches gives a 0.6 increase. All heads should safely withstand .035 inch removal, and if you are lucky enough to start with 7.4:1 head, this is enough to remove. The grinding will just start to cut into the spark plug holes, and the feather edge so produced should be removed. Other sharp edges in the combustion chamber should be rounded slightly.

The head should then be "ported". For those who haven't previously done this, the operation is to smooth out the ports with rotary files and grinding stones to give a smooth flow of fuel-air mixture into the head and the exhaust gases out of the head with minimum restriction and turbulence. Special attention should be given to grinding a radius between the juncture of the vertical portion under the inlet valve seats and the inlet port as this is invariably rough and sharp. The splitter web between the inlet port and the two inlet valves should be ground very smooth.



VALVES

As the intake valves only require 1/16 inch seat width, both sides of the valve head may be rounded into this seat area to ease the mixture flow.

MANIFOLDS

The intake manifold is generally a smooth casting, and if so, requires no rework. The match with the head is factory-machined. Generally, the exhaust manifold matches properly also. If not, regrind the inside to match the head.

REASSEMBLY

Of course, the valves should be cleaned and lapped with grinding compound to a perfect fit with the seats. If the valve springs have much over 10,000 miles use, replace them, as they tend to relax. They are inexpensive. Always use new oil seals on the valve stems. The spring retainer conical half washers should also be replaced as they pound out with resulting valve crash below rated rpm.

When replacing the head, torque the hold-down nuts (except the four in the center holding the rocker gear) to 35 ft. lbs. in the order shown in the Austin Shop Manual. Tighten down again, with the engine hot, to the same torque. Valve tappet clearance should be set to .018" with the engine hot, but not running. Excessive clearance may result in undue pounding and wearing of valve system parts, as well as changing the timing.

If the above is accomplished correctly, cylinder pressure should be 140 to 145 psi. at cranking speed with all spark plugs removed and light oil in each cylinder to seal the rings.

CARBURETOR

The stock Zenith carburetor is suitable if jet sizes are changed. Use the standard idling jet and change the compensating jet to a No. 70 and the main jet to a No. 105. These may be obtained from Lucas Electric Service in New York City, and will result in approximately a 20% acceleration increase at 2200 rpm and a 33% increase at 3500 rpm. The standard air cleaner has considerable resistance and is best replaced with a racing type cleaner. The valve cover can be vented to the carburetor, but if connected between the cleaner and the carburetor, the line should be restricted to ⅛ inch inside diameter to prevent excessive oil consumption.

The correct idling mixture for maximum acceleration is just slightly richer than the setting that gives smooth maximum idle rpm. A richer setting than this will decrease acceleration.

The accompanying curve of acceleration rate shows clearly the effect of carburetor jet sizes. All other modifications had been completed at the time these tests were made.

IGNITION

The ignition system is best left standard. NA-8 Champion spark plugs will work properly. The spark advance, with 90 to 92 octane premium motor fuel, should be set to be slightly retarded below the pinging point with the car lugged in 4th gear at 15 to 18 mph. Too much advance will sound powerful but will not produce maximum acceleration.

MUFFLER

The muffler and tail pipe may be left as is. A loud "pipe" on the A-40 has little effect except to annoy the local constabulary.

REAR AXLE

For the '50 and '51 A-40's a change in rear axle ratio and tire size gives a noticeable improvement. The 1948 rear end having a ratio of 5.46:1 used with 5:50-16 tires is just about right for this car with a reworked head.

INSTRUMENTATION

A tachometer is a worthwhile investment both for tuning and driving. The electric impulse type made by Sun is simple to install and is accurate. Fastest acceleration is obtained by shifting from 1st to 2nd and 2nd to 3rd gears at 4600 rpm and from 3rd to 4th at 4500 rpm. It is generally advisable to keep under 4800 rpm maximum as crankshafts have been broken by revving over 5000 rpm.

An accelerometer has proved to be a useful instrument for carburetor and ignition tuning as well as for determining the effect of various modifications. The author uses a Tapley Q Meter which is particularly suitable, as it is the oil-damped pendulum type that automatically compensates for slight changes in grade. Therefore, any reasonably level road can be used for testing.

TECHNICAL CORRESPONDENCE

WILSON PRE-SELECTOR GEARBOX

What is meant by a pre-selective gearbox as they call the Wilson. Just when do you pre-select the ratios?
St. Paul, Minn. Merrill E. Rust

The Wilson Pre-selector Gearbox uses a small column shift lever. With this lever you can select any gear at any time, but the actual shift (automatic) does not take place until the clutch pedal is operated.—Tech. Ed.

AUSTIN A-90 HOP UP

I want to hop up my 1949 Austin Atlantic A-90 without sacrificing the so-called stock car reliability; the job not to cost over $100. I would like to get the hp up around 105-110 if possible.

Albuquerque's altitude is around 5,000 feet, and California, where I spent my summer vacation, is just about sea level. I would like to get some kind of happy medium between the two locations.

I would want water injection to the twin S.U. Carburetors, which might keep heat down. What type injector should I use?
Albuquerque, N. M. Lt. Harold W. Emree

You are quite correct in planning to use water injection with a compression ratio of over 7.5 to 1. I see no reason why you cannot mill the head to give a compression ratio of about 8.5 and still run on premium gasoline at sea level with no difficulties.

If Newhouse or Thompson Products do not have the necessary adapters for your S.U. carburetors, you will have to make them up yourself.—Tech. Ed.

ALLARD J.2 FRONT SUSPENSION

The Allard J.2 front suspension is described as being "independent by half axles, radius stems and coil springs." This article stated that the Allard was built of Ford parts.

From this description, I assume that an extention is made to the cross-member, and the axle is cut at its center, and a suitable hinge joint made with the cross-member. The tie rod would have to be jointed at the same point as the axle joint, and the wishbones would have to be mounted on the side rails.

If the axle is hinged at its center and if one wheel should be raised 6", the point on the tire where it contacts the ground would make a transverse movement of 1½". It seems to me that this setup would be impractical.

Please explain how the Allard J.2 front end is built.
Waterloo, Iowa William McGinley

Your description of the Allard J.2 I.F.S. is substantially correct in all details. One thing, however, Allard make their own axle forging, tho I think they did cut the Ford axle originally.

The wheel jounce and rebound travel is 3 inches each way from normal static position so the tread change is not serious. In fact, the Allard suspension stands alone among I.F.S. types in giving a high roll center, and in keeping the outside wheel in a turn nearly perpendicular to the ground. Both these features contribute to unsurpassed cornering characteristics with some gyroscopic reactions which do not appear to be objectionable.

Incidentally, an easily overlooked point in the Allard I.F.S. is that an extension of the pivot axis of the swinging axle will intersect the pivot point of the radius arm where it attaches to the frame. Think of this as analogous to a huge lower "A" frame of a conventional I.F.S. without the upper arm.

Incidentally, if you will write directly to Allard, they will send you a reprint of an article which illustrates the J.2 chassis details very clearly.—Tech. Ed.

F.I.A. FORMULAE

I quite often read articles in Road and Track on racing which mention Formula I, II, III and other cars. What I would like to know is where can I get information concerning these "Formula"? Particularly engine and other sizes which these formulas govern.
West Bridgewater, Pa. Daniel M. Baker, Jr.

The rules and regulations for formula racing apply only in Europe, since the AAA in this country, tho affiliated with the FIA, sees fit to ignore the international regulations and set up their own rules.

Briefly, the most important item in the 3 formulae is engine size:

I—not over 4½ litres (275 cu. in) unsupercharged or
not over 1½ litres (91.5 cu. in) supercharged
II—not over 2 litres (122 cu. in) unsupercharged
not over ½ litre (30.5 cu. in) supercharged
III—not over ½ litre unsupercharged.

For American racing, the formula is:
not over 4½ litres unsupercharged or
not over 3 litres (183 cu. in) supercharged.

—Tech. Ed.

OLDS 88 PROBLEMS

Is there a good camshaft available for the '50 Olds 88 which will allow me to get rid of those hydraulic tappets?

What modifications can you suggest which will give me a peak of 5000 rpm with a 4.20:1 axle ratio? (4 door sedan with hand shift)

I have already complained about the cornering of the 88 as you suggested—they sent the factory man to see me—he was terribly concerned about my opinion of the uphols'ery. I was rather annoyed at his indifference to every technical idea.
New Orleans, La. Charles Novel

The Olds hydraulic tappets will "float" at a speed of around 4500 rpm. There are two cures for this; spacers under the valve springs, or the expensive (but excellent) replacement kit for mechanically adjusted valves.

I suggest you write one of the cam regrinding firms advertised in Road and Track for their recommendation, because they can regrind the special contours required with hydraulic lifters, or they can regrind a shaft suitable for use with mechanical lifters—to your choice.—Tech. Ed.

MUNTZ JET EQUAL TO CAD-ALLARD?

Perhaps you have read Sport Cars and Hot Rods, put out by Fawcett Publications. Generally I have great respect for Tom McCahill, Ken Purdy and John Bentley, and their knowledge of things automotive. I am puzzled by the comparative times, listed in their book, of the 0-50 acceleration test for the Cadillac-Allard and the Muntz Jet. Both are cataloged with the 133 bhp Cadillac engine. The weight given for the Muntz is 3100 pounds and to boot it has mushy Hydramatic. The Allard is listed at 1800 pounds and has the normal manual gear-box. According to the figures in the book the Muntz Jet gets to 50 mph only one-half a second after the Allard. And this with the disadvantage of 1300 pounds and Hydramatic. How?
Riverside, Calif. Lloyd G. Cochran, Jr.

My information is that the Muntz weighs 3300 lbs. and a Cad-Allard, 2350. We know that the Cad-Allard can do the zero to 50 test in 5.9 seconds, so it seems probable that the Muntz figure was taken from an optimistic speedometer, rather than from actual timing. —Tech. Ed.

HUDSON 8 FREE FLOW EXHAUST

The March issue came today and I note a page of Tech. Correspondence, so I hasten to ask you advice on best way (not cheapest) to provide free flow to exhaust on 1950 Hudson 8. I feel that Hudson's long used method of running exhaust manifold to front of engine, then back, must create some back pressure, which I would like to relieve as much as possible. I can figure out the mufflers and pipes myself. This would be my first move in an effort at a mild hop up job. Also do you think a mild porting-polish and relieving job would be good on this engine?
Great Falls, Montana A. E. George

The Hudson 8 exhaust manifold is certainly a very poor arrangement. The best way to correct this is to make up a special exhaust header, similar to the 1932 Hudson race cars. This will have to be made up special, will cost like hell, will lose the advantages of the hot-spot, and isn't really worth the cost. I would suggest cutting a hole in the stock exhaust manifold, near the rear, and braze on a suitable heavy-wall flanged tube for an extra rear outlet with, of course, dual pipes and mufflers.

Intake port polishing will help a little, port matching is even more important, and block relieving is not necessary on this engine since the valve seats are not counterbored and the stroke/bore ratio makes combustion chamber roof fairly high.—Tech. Ed.

FORD ENGINE IN LINCOLN

I would like any information on how to mount a fan on a 1936 Lincoln with a 1939 or 1940 Ford V-8 engine. There is about 16 in. of space between the radiator and the engine. The space between the hose connections seems sort of narrow.
Groton, Connecticut Gilbert R. Proteon

The '39, '40, and '41 Ford V-8 engines had the fan mounted on the crankshaft. Experience with such installations shows that with the huge Lincoln radiator, only a little more air flow is required for satisfactory cooling, and while normally a fan should be close to the core, in your case it is not necessary.

I would suggest using the '39 Ford fan, and curved or flexible lower hoses arranged to clear the fan sweep.

You can also use the 1942 thru '48 fan set up which will be more expensive, but centers the fan better with respect to the radiator core and requires no round-about hoses.

If either of these possibilities still allows overheating in traffic, you will have to construct a sheet metal duct converging from the rectangular core to a diameter about ½" larger than the fan. If you can find a 1928 Chevrolet 4, you will see what I mean, but I am sure that just the fan alone, even tho 10" away from the radiator, will do the job.—Tech. Ed.

1932 BUICK MODEL 57

Could you offer any suggestions on what engine would be best suited to install in a 1932 Buick, Mod. 57. The condition of the engine in the chassis at present is fair but I expect it to give out at any time. The body is in perfect shape and I consider it well worth putting a newer engine in the chassis.
Otsego, Michigan Ted Jewson

I am forced to rely on memory—I believe the 1932 model 57 Buick was the smallest of the series on a 114" wheelbase. It had a 2¾ bore, 8 cylinder engine in 1931, and a 2⅞ bore in 1932. The chassis was basically the same as originally used in the 1929 or 1930 Marquette.

This engine, in common with a lot of straight eights of that era, was a "squeezed" design—i.e., made shorter than ordinarily advisable in order to occupy the space originally available for a 6 cylinder engine.

For this reason, you do not have too much room for a substitute engine of more modern design. A further complication is the serious matter of axle ratio—again guessing, I think it was around 4.9 to 1. So you can see it is difficult to make any definite recommendations, and any choice will involve a different rear axle assembly because alternate gears for the 1932 Buick were never available.

I can only suggest you take measurements of the space available under the hood and select a new engine of at least equal displacement. You will also have to use a clutch and transmission of the same make as the engine. All things considered, I think you would come out best to pick up a spare engine of the same make and model and rebuild it completely at your leisure.—Tech. Ed.

CROSLEY NEEDS GOOD TRANSMISSION

What can be done about the Crosley transmission? It seems to me that if it could be converted to syncromesh and a slightly faster 2nd gear, America would have a terrific sports car.
Yukon, Oklahoma D. S. Harris

Nothing can be done about the pitiful Crosley transmission—at least nothing at reasonable cost. Why don't you write to Powell Crosley and add your voice to the growing list he surely must be getting?

You can adapt one of the small foreign "gearboxes" but it involves a pattern for the bell-housing. Another alternative would be to set up the 4-speed box 2 or 3 feet back like the Morgan, tho this also requires patterns.

I know of one car being set up with a Wilson pre-selector transmission (ordered from England) using the model originally optional on the Riley 9. This will cost at least $200, but is just about ideal for competition.

—Tech. Ed.

ARGENTINE SPORTS CAR RACE

Nicolas Dellepiane (BMW) and Jorge Malbran (MG, blown), battle it out on the turn.

They're off! Collazo and Stabile (both on Healeys) shoot into the lead as pole-holder Mieres lags at the start. Mieres, on Alfa Romeo, managed to take the lead a few seconds later.

Roberto Mieres, the winner, on a 2.3 Alfa Romeo.

Sports Car Club authorities (l. to r.) Messrs. Allende, Bollaert and Zampini acted as officials.

by Dr. Vincente Alvarez

A race named "Premio Eva Peron" was the recent opener to sports cars on the newly laid 1.6 mile long, winding asphalt course at Mar del Plata. Fourteen cars lined up for the race and Roberto Mieres won hands down, leading all the way in a 2.3 Alfa Romeo, which, of course, is hardly a sports car but rather a disguised race car of the early thirties. Apart from this car, the rest of the field was fairly evenly matched, and was divided into two categories: under 1,500 cc and over 1,500 cc. Jorge Malbran, on a supercharged MG, was the winner of the smaller class.

An intermittent shower starting at dawn was responsible for the small attendance. Besides, the fact beaching season was over deprived the Mar del Plata speedway of a huge crowd which would have certainly attended should this race have been held earlier in the season. Mar del Plata is world-known as an outstanding beach resort. The track is of striking design—a la Roosevelt Raceway—with nicely banked turns and good surface, altho it might as well be twice as wide and thus become a real first-rank speedway.

The sports car race was run over 20 laps. Mieres , Collazo (Healey) and Stabile (Healey) were in the front row, according to their qualifyings. At the go-signal, Collazo jumped ahead, followed by Stabile and Mieres, but soon the pilot of the Alfa had secured the lead, where he held on to the finish. No accidents marred the race, only now and then a hay bale got rammed by a hurried driver. Tornquist (Cisitalia), Bonomi (Cisitalia) and Maiocchi (1100 blown Fiat) were forced out early in the race. Tomasi's Cisitalia caught fire on the 13th lap. Final results were: Roberto Mieres (2.3 Alfa) 31:01.20; Jose Collazo (Healey) 31:37.10; Miguel Schroeder (3.6 Delahaye) 32:23.90 Jorge Camano (Jaguar) 32:25.70; Carlos Lostalo (2 litre Maserati) flagged out 19 laps.

On sixth place in the overall classification, flagged out on his 19th lap, came Jorge Malbran (blown MG), winning first place in the under 1500 category. Second place in the class went to Carlos Perez de Villa (Cisitalia); third to Jorge Sagesse (blown MG).

Mieres' winning average was 62.554 mph. He also set a lap record, 1:30.80.

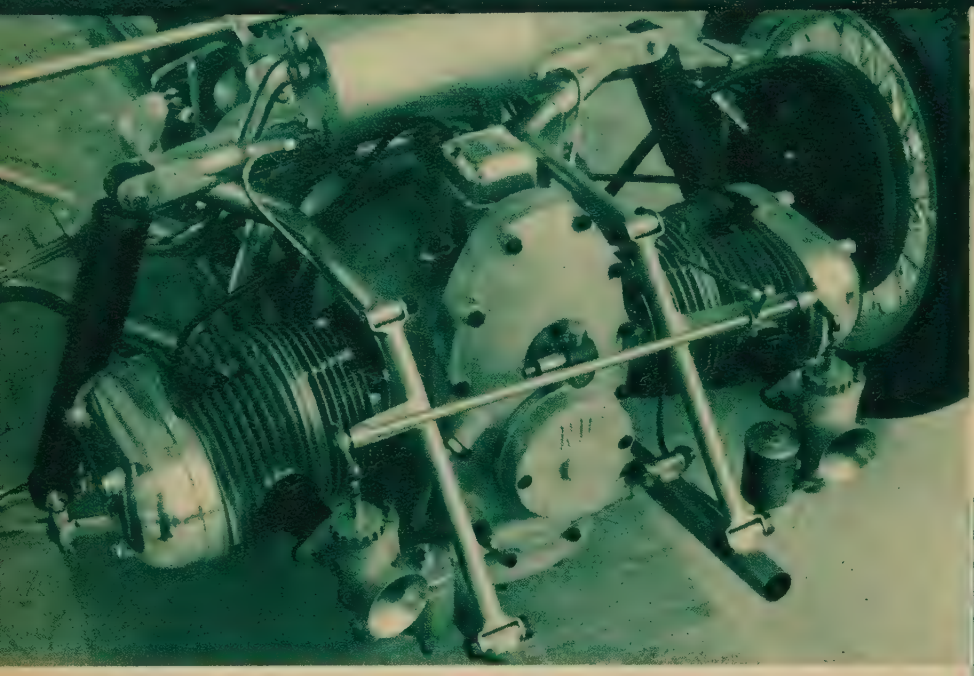
Daimler — Custom Built for the Connoisseur

PHOTO BY CHESEBROUGH

Salon

TORINO SHOW

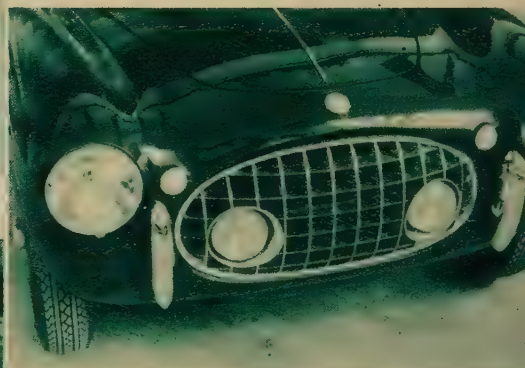
Reported and Photographed by Corrado Millanta



Above, the beautiful Nardi "750" engine and chassis.

Every year, the eyes of the motoring world turn to Torino, Italy, for the International Salon of the Automobile. The 1951 show proved to be one of the most interesting as many new cars were shown.

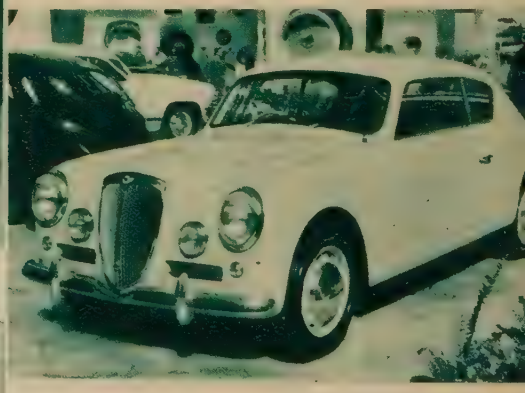
Outstanding among these were the new Lancia Gran Turismo, the Maserati Sport-2 litre, and the Alfa Romeo 1900 Sport. Many English companies were represented, as American cars are difficut to import. Aston Martin's DB2 coupe made a very favorable impression on the spectators.



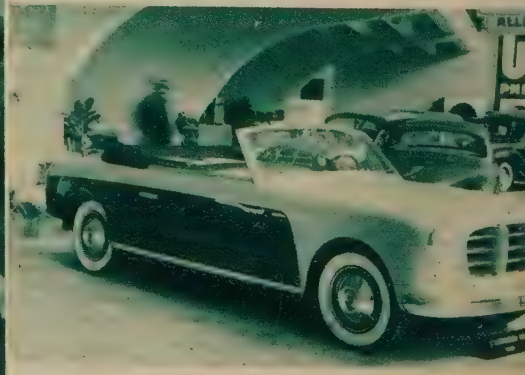
The first OSCA 1350 coupe. Body by Frua.

Above, the Fiat 1400 by Touring which won its category in the Circuit of Sicily.

Below, the Fiat 1400 by Ghia.

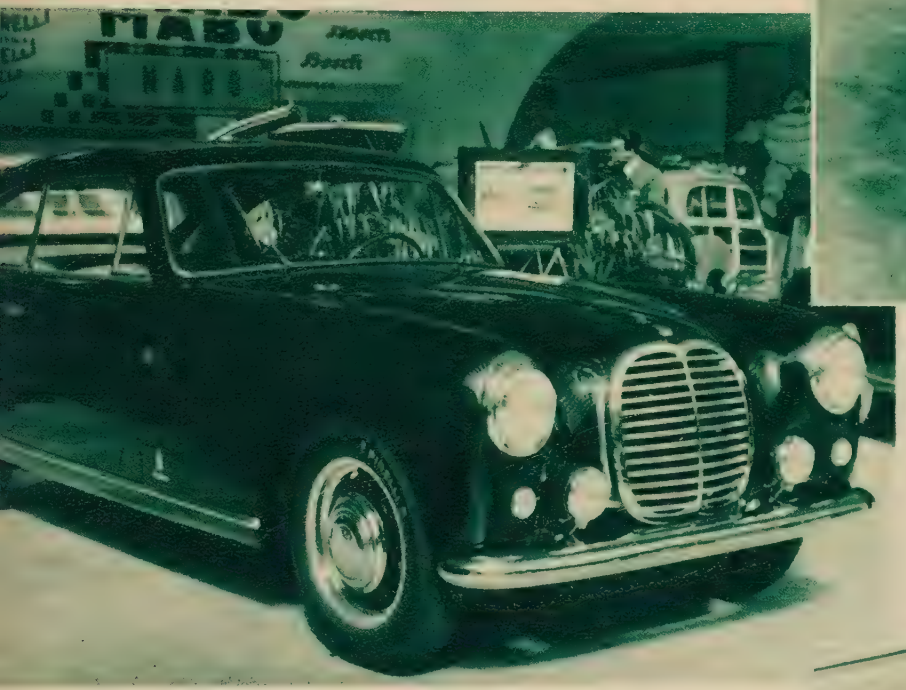


The Lancia Gran Turismo—2nd in Mille Migli

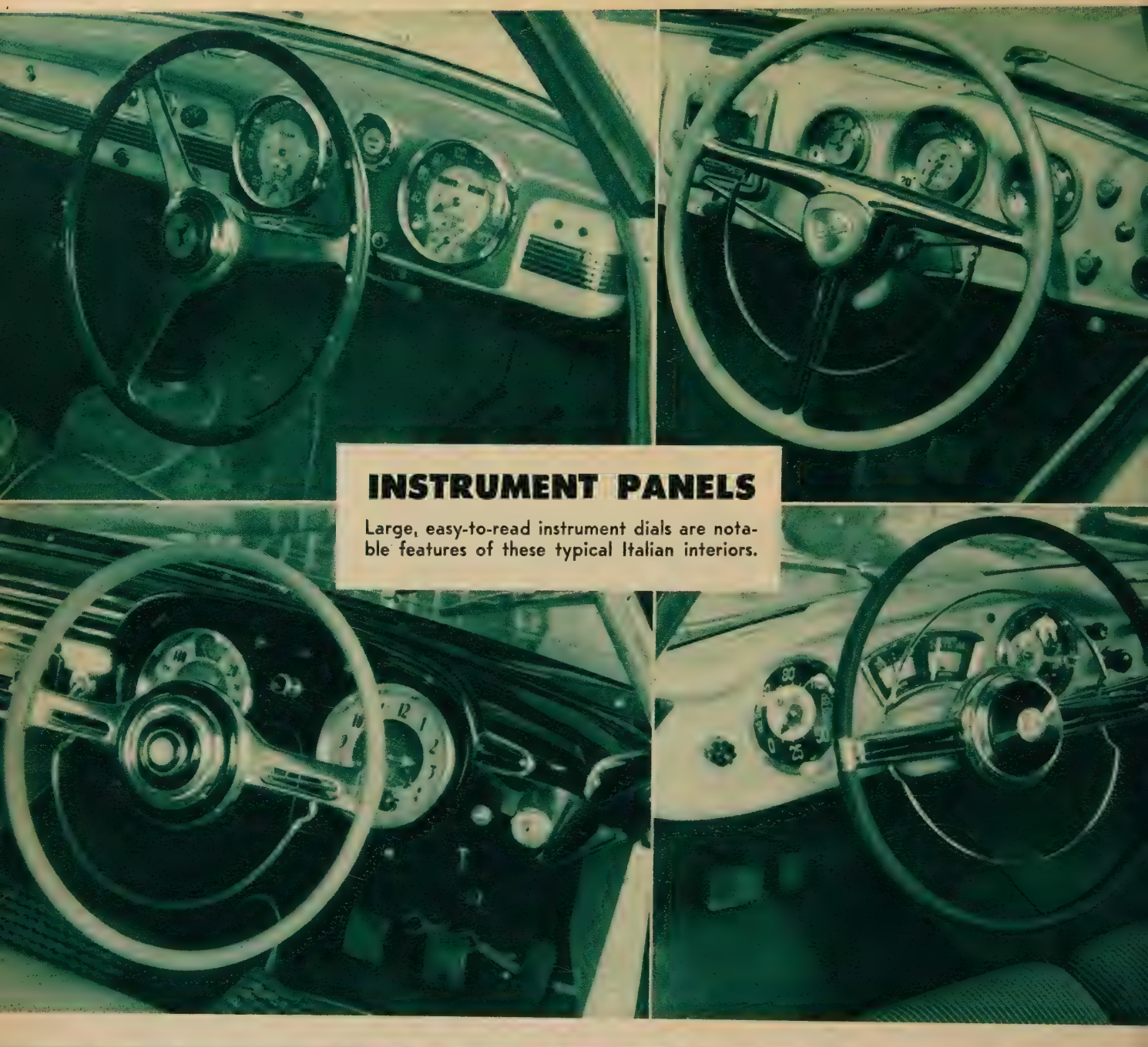


Fiat 1400 Cabriolet by Carrozzeria Ghia.

MASERATI
2 LITRE SPORT



Using the basic engine of the A6G-CS two litre, which formerly ran in a few Formula 2 events, the new Maserati chassis is one which will prove very popular. Maximum speed is above 110 mph. Examples shown at Turin were by Frua (cabriolet) and Pinin Farina (coupe.)

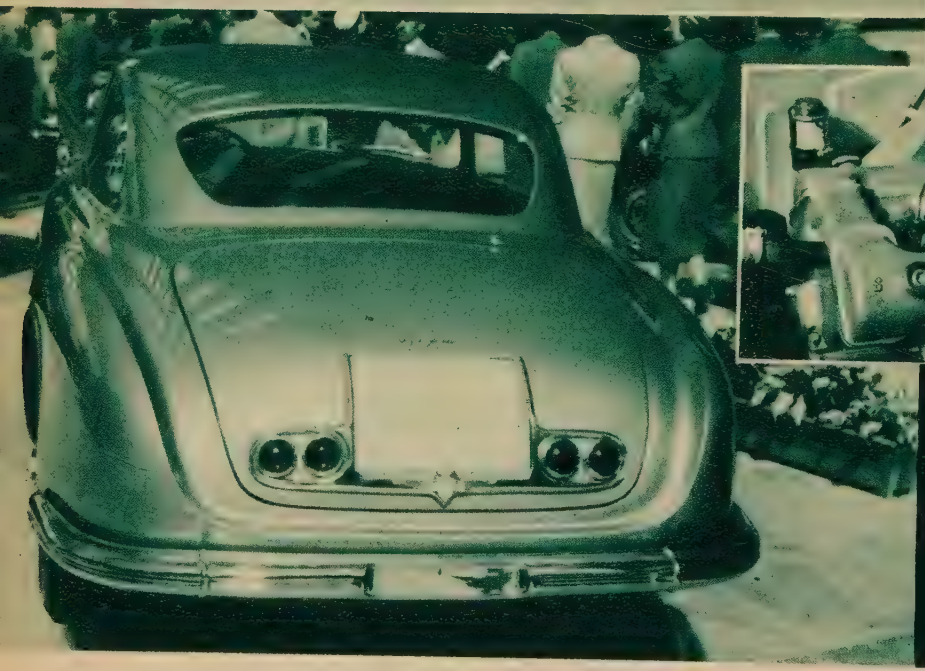


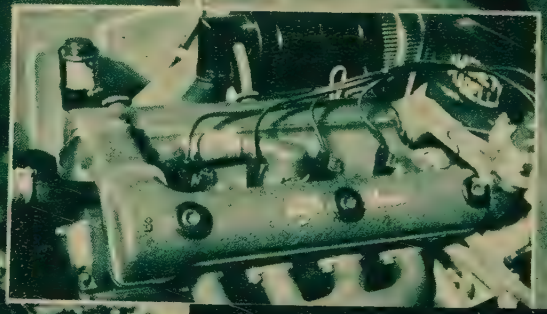
INSTRUMENT PANELS

Large, easy-to-read instrument dials are notable features of these typical Italian interiors.

GRILLES

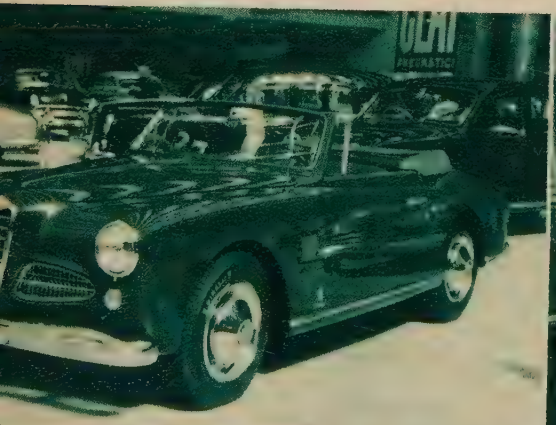
The originality of Italian coachbuilders as shown in front-end treatments of Fiats, Lancia, Ferrari, Maserati and Alfa Romeo.





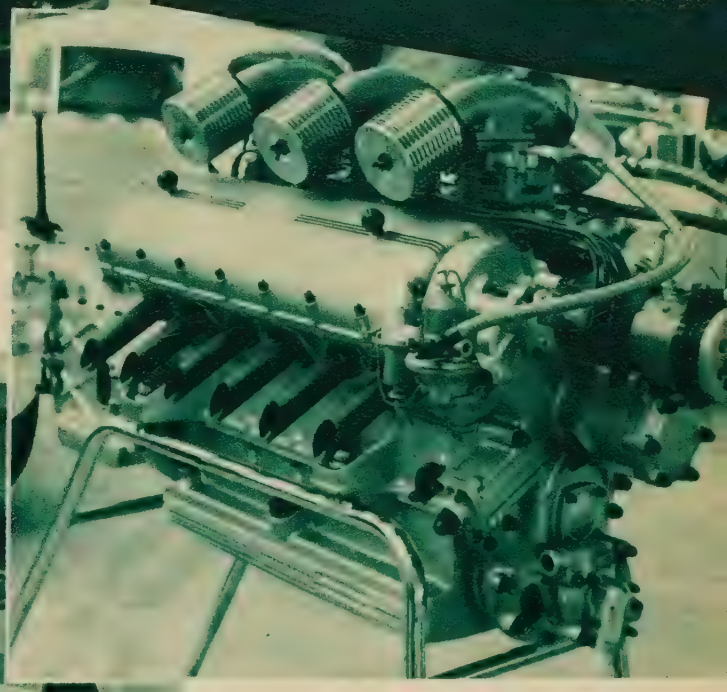
ALFA ROMEO 1900 SPORT

Latest and fastest Alfa Romeo is this Touring coupe on the new 1900 sport chassis. Maximum speed is 112 mph.



Also outstanding examples of the coachbuilders art at Torino were the Alfa 1900 Cabriolet by Pinin Farina (above left), Dyna Panhard Cabriolet by Allemano (left) and the Fiat by Riva (above). Riva is one of the smallest shops in Italy.

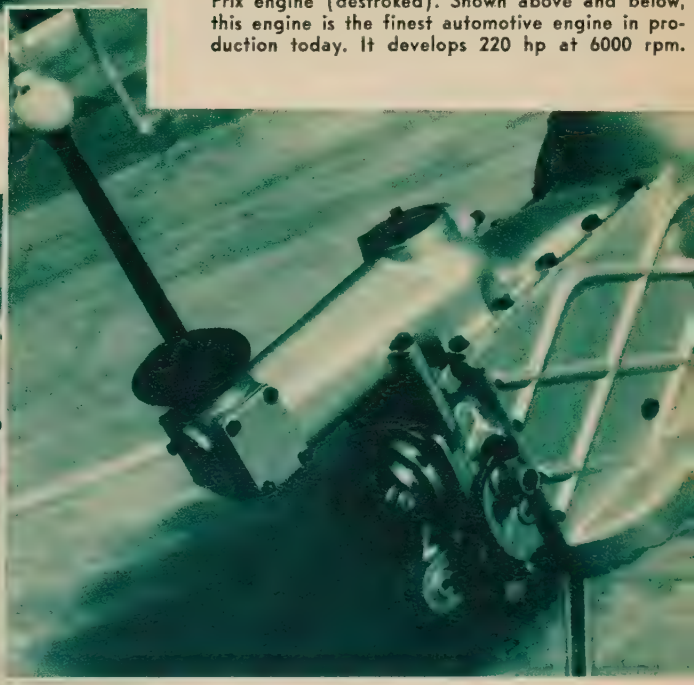
FERRARI at the TORINO SHOW



Three Ferrari chassis are available for the 1951 model year. The 195 Inter with 2340 cc engine is shown at bottom left, with coupe body by Ghia. The coupe by Touring (left) is also on 195 chassis.

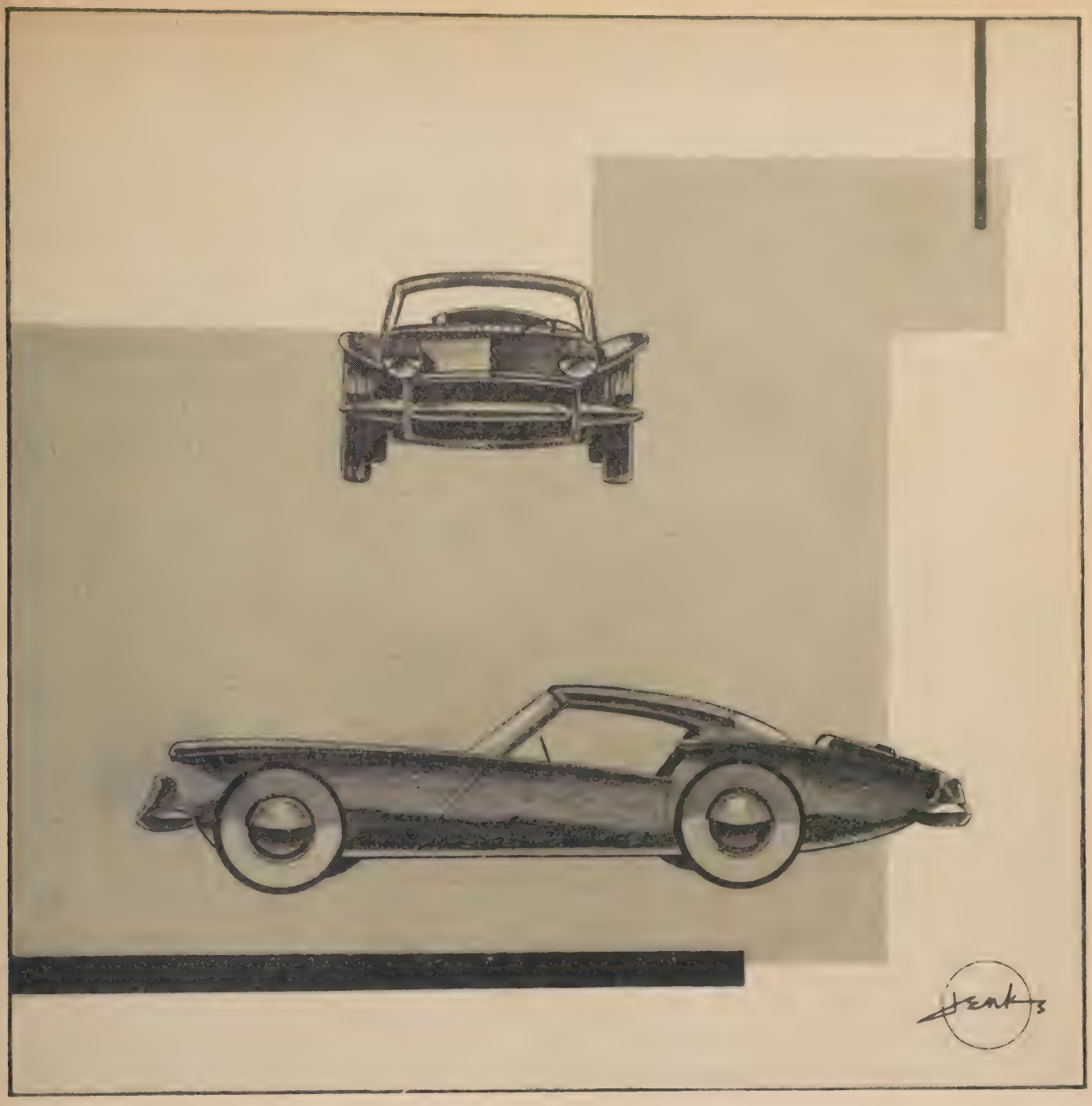
Next larger model is the 212 Export with 2562 cc displacement, shown at Torino with Vignale coupe body (above left).

The Mille Miglia winner, type 340 America, uses a 4101 cc engine which is very similar to the Grand Prix engine (destroked). Shown above and below, this engine is the finest automotive engine in production today. It develops 220 hp at 6000 rpm.



Sunbeam Talbot 90 in California Desert

—PHOTO BY CHESEBROUGH



SKETCH PAD

by Bill Jenks

The car this month was designed to provide a sleek, closed, but honest, sports car. Actually, the fender lines have intrigued the writer for lo these many months. As you know, a person spends 95% of the time he's around his motor car behind the wheel, and that view, over the wheel, hood and fenders, therefore becomes very important. There may be a class of drivers that object ever so slightly to the "spikey" classic sports car type fenders, particularly in a closed car, but who, on the other hand, want easy accessibility to wheels and tires and don't want to be penalized for the extra weight of fancy (all enveloping) sheet metal. This car provides a higher than hood fender line so popular on the Italian sports coupes, but with completely exposed wheels and tires. In the interest of visibility, curved glass rear window and windshield have been fitted into the all aluminum body. Plenty of room for luggage behind the one full width seat, even for extended touring. With a 105" wheelbase and one of our big overhead V-8s fitted well back in the frame, this little number should fill the bill for a guy who's got the urge to go fast, draw crowds and will spend about $8000 to do it.

Incidentally, the Mille Miglia was a real eye-opener on this coupe business, with Villoresi's Ferrari Tipo 340 America, and Bracco's Lancia Aurelia coming in one-two. It seems that the days of the open sports car, at least for long distance races, are about over. Aerodynamics, safety, and comfort—all are on the side of the coupe, with weight and driver psychology tending to favor the open roadster.

PHOTOS BY DE BEAUMONT

Giant's Despair Hill Climb

by P. S. de Beaumont

May 12 saw the revival, for the first time since 1916, of the historic Giant's Despair Hill Climb, on the outskirts of Wilkes-Barre, Pa. The first climb was held in 1906, H. N. Harding making btd in a 45-hp Daimler in 2:16.

The climb was annual thru 1910, in which year Ralph De Palma, in his 200-hp Fiat "Cyclone," set the record at 1:28.4, using 5700 ft of the then dirt road. The one subsequent revival (1916) left the Fiat's mark untouched.

Competition up Giant's Despair Mountain was reincarnated this year as an indirect outcome of the restoration, by Robert C. Laurens (vice pres., Antique Automobile Club of America), of a 1910 Matheson Silent Six, the only known survivor of this ultra-fine product of Wilkes-Barre. Laurens' extensive researches into Matheson history brought him into contact with many Wilkes-Barre people, and into friendship with Charles Matheson, now an honorary AACA member. Word got around, and the Sports Car Club of America decided to reinstate the climb (in which Mathesons had done so well), while the AACA offered to add interest with an antique car show plus vintage sports cars for the climb.

These thoughts met with such enthusiasm in Wilkes-Barre that the Chamber of Commerce, the Kiwanis Club, the Wyoming Valley Motor Club, and the Wyoming Valley Auto. Dealers Assn., all joined with SCCA and AACA to put on an event of national stature. This they certainly did.

By May 10, some 85 sports cars and 100 antiques were entered—and then the axe fell in the form of cold rainy weather ending a 2-week drought. The result was that only about 65 sports cars competed, while but 56 antiques braved the mountains in the foul weather—a splendid entry list none the less.

Friday, May 11, was given over to technical inspection supervised by able Otto Linton, and to practice. On arriving at the course, all were impressed by the mile of crushed-rock-and-asphalt road to be climbed. Maximum grade is 23%, with a minimum of about 10% and an average of 12%. About a third of a mile of straightish climb ends with steep and abrupt right-and-left bends aptly called "the Devil's Elbow." Then comes a couple of hundred yards of fairly stiff straightaway climb terminating in a sweeping S-bend from which the drivers face about a quarter-mile of straight to the finish—but strictly second-gear territory for ordinary cars.

The facilities were unusually good. Snow fences flanked the entire road, keeping it clear of such spectators as might elude the many state troopers. Bleachers were built at both reverse curves. Telephones connected the start and finish, with intermediate stations at potential danger points. Announcer W. R. Lilley's marvellous efforts were broadcast along the course by a series of first-rate loudspeakers. Timing was electric, using the same Longines-Wittnauer watches that timed Lindbergh's famed 1927 transatlantic flight. The local Red Cross volunteered full ambulance, medical, and first-aid facilities, and the fire and wrecker service was exemplary, tho, happily, not used.

Despite the dreary weather and wet course, Friday's practice broke De Palma's old record no less than 25 times, tho in justice to the great Ralph, it must be said that 140 yds' less distance, plus paving, made it a quicker hill than it was 41 years ago.

First to set a new unofficial record was Dave Garroway (yes, of TV) in his modish '39 SS-100 Jaguar, in 1:17.2, while btd was Bob Reider's (XK-120) hot 1:12.4. Close second was Del Lee, whose J.2 Cadillac-Allard stormed up in 1:12.8.

Great interest was evoked by the Formula III, 500 cc racing cars appearing for their first US competition. John Fitch (just back from winning the Buenos Aires race in a Cadillac-Allard) scored 1:15.8 in practice in C.J.P. Kotchan's Effyh, outdoing C. F. Wheaton's Cooper's time of 1:18.6. Both cars are powered with 1-cyl. J.A.P. ohv motorcycle engines (the Cooper's having an Alfin cylinder) driving the rear wheels via chains and motorcycle transmission. These tiny machines clearly showed that their performance exceeds that of most of the bigger cars. Prediction: 500-cc fever will be catching.

On Saturday, everyone's prayers went unanswered as the weather was, if anything, worse. Only about 5000 hardy spectators turned up, most of them standing for free instead of buying bleacher seats. The course varied from damp to soaking, to the frustration of drivers scheduled to run during rainy intervals. It was "press on regardless" for all, however, and Starter Bill Comer, assisted by Tom Herbert, sent off car after car, from 9:30 until late afternoon, until 64 cars had run at least once, to the edification of the chilled crowds.

But before then, the course had been ceremoniously opened when Bill Park drove his 6-litre Le Mans Bentley up the hill carrying Willie Haupt, old-time driver and honorary starter; Mayor L. M. Kniffen of Wilkes-Barre; and John M. Hewitt, president of the Giant's Despair Hill Climb Association. Haupt, recently elected to honorary AACA membership, bears the distinction of having driven the world's first supercharged car, a Chadwick, up Giant's Despair in 1908 (time, 1:41), the blower having been his idea.

Despite the wetter course, records fell in almost every class. Each driver was allowed the best of two runs for the record. Del Lee, of Grosse Pointe, Mich., set a mark of 1:08.6 early in the day, in his Allard. Dozens tried unsuccessfully to do better, and the climax came at 4:04 pm. when Lee's second run pegged the 1951 all-time record at 1:07.5—an amazing 53.3 mph from a standing start.

Bruce Stevenson (Meyer Spec.) was next with 1:10, while George Fleming upheld Jaguar honors with 1:12.2.

Others were impressive too, such as macabre cartoonist Charles Addams' '28 SSK Mercedes doing 1:23 with splendid blower howl; Jim Hoe's deceptively agile J Duesenberg Special making it in 1:12.5; and Bill Milliken's very professional appearance while doing the climb in 1.12 in Dr. Scher's blown Type 54 Bugatti. As for the 500's, Fitch in the Effyh again trounced Wheaton's Cooper effort with 1:12.8 as against 1:17.2.

More fuel was poured onto several friendly rivalries. The 1912 Mercer was almost 45 seconds faster than the '14 Stutz, tho the latter was hardly moving at times, due to carburetor trouble. The Jaguars lost to Lee's Cadillac-Allard, but beat Gray's. The story here is that Lee's is a competition J.2 model, with souped-up Cadillac engine, while Gray's Cadillac is stock, and his car a K.2 sports model.

This time the TC adherents can claim a sound victory over the TD. Said's TD won the class, but his engine has been bored out to the limit and is otherwise of abnormal urge. Fergus' 1:27.4, in a TC, was a most creditable second.

The day's events closed with a reception, by invitation only, for officials and dignitaries, followed by the victory buffet at the Irem Temple Country Club.

About 500 attended the buffet, which featured brief speeches of thanks and the presentation of prizes.

The premier award naturally went to record-holder Del Lee. He received an anthracite plaque and the honor of his name engraved on the John Wells Hollenback Trophy. The latter was first presented, by the late Mr. Hollenback, local coal magnate, to the Wilkes-Barre Automobile Club, in 1908. It was awarded to climb victors of 1908-10. Made of sterling by Bailey, Banks & Biddle of Philadelphia, it is about 3 ft tall, semi-ornate, and engraved with scenes of early climbs. Value: $5000.

Very interesting is that most of the prizes were cups, plaques, and mounted car models made of polished anthracite coal, which looks and feels like onyx. This dying art was revived in providing these awards.

(Continued on page 38)

Above, Dave Garroway (SS-100) beat six of the XK-120s in his class. Below, Jag in S-bend.

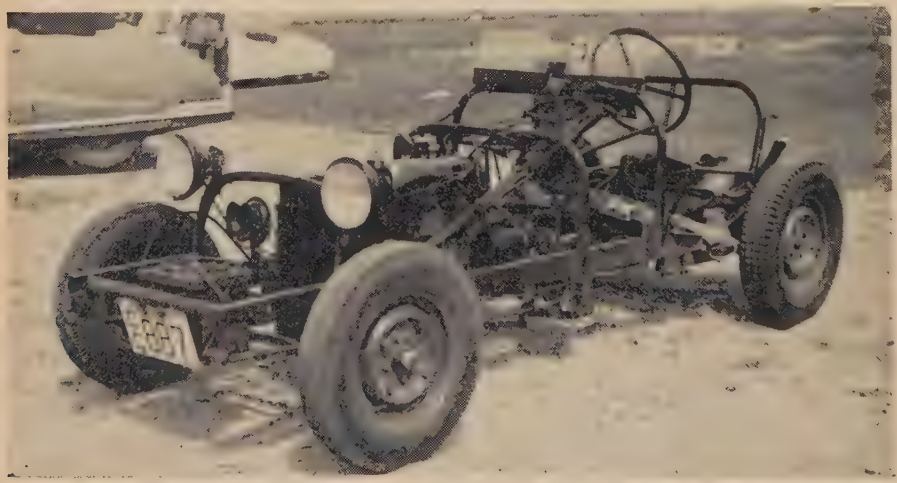
Above, Sheldon Morrill's MG TC took 4th in its class. Below, E. J. Tobin's BMW. Time: 1.24.9.

Viall's 1922 Marmon model 34 and Don Stanford's MG TD, tied together with masking tape, await the starting flag for a timed lap.

SCCA'S THOMPSON MEET

by P. S. de Beaumont

Preston Gray (Cadilloc-Allard) showing Garret Fuller (Lagonda-Mercury), O'Donnell (Ford Spec.) and Roger Wing (Jaguar) the way around in the three-lap match race at Thompson.



Albert Lahti's special Crosley, the "Croslahti," is astonishingly potent. Body will be added later.

Blindfolded Neil Gray feels his lady passenger's instructions were a bit vague as his MG TD is disqualified in the blind flying test for mounting one of the obstacle flags.

The week-end of April 21-22 was outstanding for the members of the New England Region, Sports Car Club of America. For Saturday, there was member Leslie Taylor's very kind invitation to a bean supper and barn dance at his Canton, Conn., home, preceded by an afternoon of informal track events. Then on Sunday, the Region held one of its annual meeting on the Thompson Speedway, in Thompson, Conn., about 65 miles east.

Saturday's event were held on the Cherry Park ¼-mile asphalt track, where standing-start ¼- and ½-mile sprints were first on the card, followed by two amusing contests.

Cherry Park

In the sprints, Jim Hoe's Duesenberg Special and Bill Kemp's 328 BMW tied for fastest time. Next was Candee Poole (Crosley). MG Car Club president Bob Said was third in his bored out and generally souped-up MG TD, losing at least one main bearing in the effort. Gus Ehrman's MG TC was fourth. Then, providing interesting comparison, track-owner Bud Ryan threw his Jeep station wagon around in 25 and 46 secs.

Contestants and spectators greatly enjoyed the next event—sprints for pairs of cars "tied together" with about 6 ft of masking tape, any breaking of the tape resulting in disqualification. Pete Crocker (XK-120) and Bill Spear (DB-2 Aston-Martin) displayed great skill with their winning time of 32 secs for the standing lap, followed by Clark (MG TC) and Moore (XK), and then Kemp, (BMW) and Jack Soper (SS-Plymouth). The rest did not fare nearly so well, and many tapes were broken.

Last on the program was a "turtle race," wherein the winner was to be the slowest car in high gear. Roswell Moore's 1921 Mercer Raceabout took this hands down with 2 mins, 25 secs for the ½ mile. The p'**chunk, p'chunk** of the Mercer's open exhaust was sweet music indeed. Then came pretty Mrs. John Shepard in a 1928 double-cowl Cadillac phaeton and Howard Talmadge's MG TD.

Thompson Speedway

By noon of the morrow (Sunday) nearly 60 sports cars had rumbled into the ½-mile asphalt Thompson Speedway, in the northeast corner of Connecticut and made available thru the generosity of owner Emil Bayer.

Standing-start ¼- and ½-mile time trials were again first on the schedule. Then came Australian pursuit races, followed by hilarious "back-seat driving" between obstacles, the driver being blindfolded and operating on instructions from his fair passenger. Last on the list were four-car standing-start match races for the best scorers in the previous speed events.

Preston Gray, in his newly acquired K-2 Cadillac-Allard, was top man of the day, both overall and in the unrestricted class. Gray's

performance in the three-lap match race evoked tremendous praise, as both car and driver clearly outclassed all others in an effortless and silent performance.

Jim Hoe's Duesenberg Special shared second honors in the unrestricted sprints with Garret Fuller's Mercury-powered Le Mans Lagonda. Hoe's Australian pursuit time was second to Gray's, while Fuller was third in this class. In their match races, Fuller's time was second to Gray's, with O'Donnell's Ford Special third.

In Class 3 (3000-4000 cc) Roger Wing's rather frightening efforts gave his white Jaguar XK120 the winning scores

Class 4 (1950-3000 cc) honors went to Bill Spear (DB-2 Aston-Martin) on points. He was second in the sprints, first in Australian pursuing, and second in blindfold driving. Fastest Class 4 sprints were shared by Moore (2.3 Alfa Romeo), and New England activities chairman Bill Kemp (328 BMW).

Class 6 (1000-1500 cc) consisted chiefly of a horde of MGs, and maximum points were garnered by Ned Curtis' with Kinsley (MG). Curtis was second in the three-lap match race to Russ Boss' (Cisitalia).

Boss showed that a well-driven Cisitalia is a match for the bigger MGs with his magnificent 1:46 for the three-lap Australian pursuit. Next best in the class was Kinsley's MG.

Albert Lahti's "Croslahti," built by himself around a Crosley engine, had the misfortune to be put in the unrestricted class, in competition with such monsters as a couple of model J, 420-cu in Duesenbergs. But his performance in this minuscule car was really outstanding—23.8 and 40 secs for the sprints, and an outright win in blindfold driving. Lahti's sprint time was second to none of the much larger Class 6 cars.

This two-day speed festival was a total success, despite the cold, windy darkness of Sunday afternoon, with the largest recorded turnout of sports cars for New England Region track events.

A sign of the times is that 37% of the cars were MGs, while 22% were Jaguar-120s, not over two of any other make being present!

CLASS RESULTS

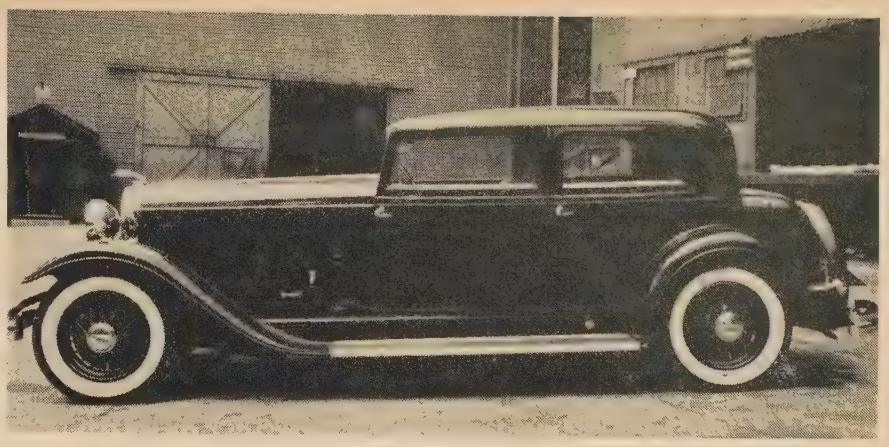
Driver & car		¼-mile	½-mile	Austr'l'n pursuit	Match race
Class 3 (3000-4000 cc)					
Wing	XK120	21.8	36.6	1:36.6	2:43.6
Johnston	"	22.5	38.3	1:45.4	2:48.9
Coffin	"	27.1	45.2	2:01.9	
Collins	"	24.0	39.4	1:49.8	2:47.1
Scovilli	"	22.4	39.2	1:50.8	
Mueller	"	22.6	39.0	1:54.6	
Crocker	"	27.0	44.8	2:06.6	
Gengras	"	27.1	45.3	passed	
Miller	SS	27.5	45.8	2:02.0	
Soper	SS*	27.0	46.0	2:05.0	
Class 4 (1950-3000 cc)					
Spear	DB-2	23.2	38.7	1:43.2	
Kemp	BMW	23.2	38.6	1:46.9	2:49.7
Moore	Alfa	22.7	38.7		
Turchon	Triumph	25.7	44.0	1:56.0	
Bucklin	A-90	25.6	44.6		
Byrne	MG s/c	28.8	45.0	passed	
Class 6 (1000-1500 cc)					
Curtis	MG	24.0	40.2	1:54.7	3:03.0
Boss	"	23.6	40.8	1:50.8	3:01.8
Kinsley	"	24.0	40.7	1:51.8	
Thorpe	Cisi	24.4	40.4	1:46.0	2:53.0
Deane	MG J2	25.4	44.0	1:59.0	
Johnson	MG	26	44.5		
Ehrman	"	24.2	40.8	1:52.2	
Di Tullio	"	24.3	41.0	1:53.2	
Luther	"	24.4	41.6	1:54.4	
Reid	"	24.6	41.7	1:56.4	
Lloyd	"	24.4	42.0		
Homer	"	25.0	42.0	1:56.7	
Gray, N.	"	24.3	42.3	1:57.8	
Lincoln	"	24.6	43.0	passed	
Hitchcock	"	26.0	43.0	2:04.4	
Lothrop	"	26.2	43.2	1:53.1	
Powell	"	26.2	43.6	1:55.4	
Ehrman*	"	26.2	43.8		
Talmadge	"	26.8	45.0		
Shaw	"	28.2	47.2	passed	

* Mrs. Ehrman

Unrestricted Class

Gray	Cadillac-Allard	21.2	36.2	1:38.9	2:40.7
Hoe	Duesenberg Sp'l.	21.6	37.0	1:43:2	2:45.1
Fuller	Lagonda-Mercury	21.5	37.3	1:43.4	2:42.6
O'Donnell	Ford Spl.	22.6	36.8	1:47.3	2:42.8
Lahti	Croslahti	23.8	40.0	1:48.8	
Cade	Duesenberg J	24.1	40.0	1:51.2	

NOTE: All events standing start.



CUSTOM LINCOLN

By David H. Ross

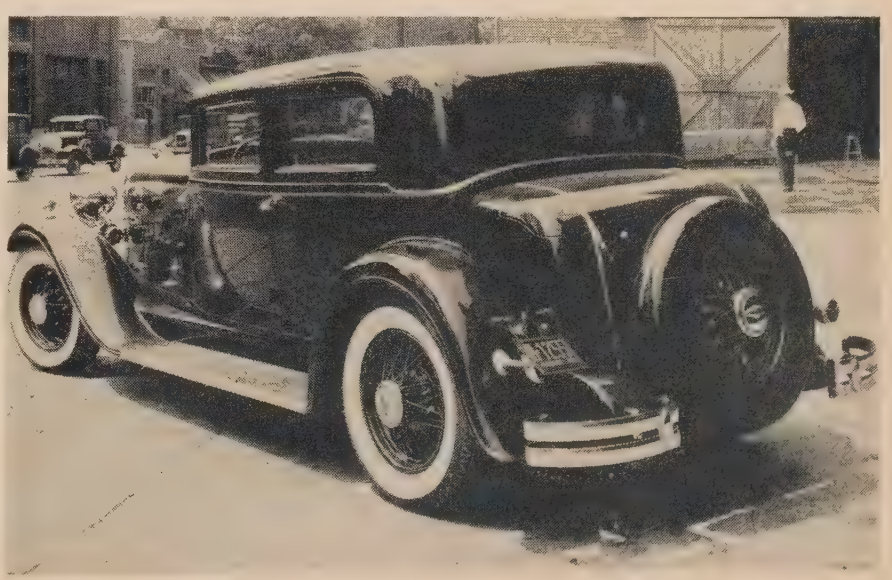
Vintage of 1931 . . . an individual custom body designed and built by LeBaron, custom body division of the Briggs Manufacturing Company in Detroit. Two bodies of this design were built on the Lincoln chassis, one of which was delivered in New York to the noted cartoonist Rube Goldberg. The other one, illustrated here, was delivered to a Judge Conly in Detroit. Both cars were identical in every detail.

Ralph Roberts, who headed LeBaron at the time, took advantage of the opportunity offered in these cars to incorporate in the design all of the features which he was attempting to sell Lincoln for their semi-custom models. One of these was the hood —here, for the first time in American design, carried back to the windshield. The piano type hood hinge was installed with round head rivets after the fashion set by Rolls-Royce. The rear floor was dropped between the side frame members of the chassis in order to provide ample leg room while lowering the rear seat. This was done to reduce the over all height of the car and resulted in a more pleasing top line. The metal trunk on the car was removable, but was contoured to the rear body panel to gain the appearance of being built-in.

While intended for owner-driver use, a movable glass partition was incorporated in the front seat-back. This glass—which could be raised or lowered by a window regulator —was frameless and inconspicuous yet afforded the occupants of the rear seat privacy while the car was being chauffeur driven. The car was painted entirely in black. The instrument panel, garnish rails, and all interior wood work were genuine walnut. Upholstery was a gray-green silk broadcloth. All interior hardware was finished in satin chrome. A mirrored vanity was built into the rear quarter panel on one side.

There is an amusing anecdote in connection with this car. Ralph Roberts had an appointment to show the car to Edsel Ford before it was delivered to Judge Conly. Naturally he wanted the showing to be as favorable as possible. While the car was being washed and polished, the partition glass was accidentally shattered. To replace it necessitated the removal of the trim panel on the back of the front seat—which time did not permit. So the broken partition was lowered out of sight and Roberts drove to the Ford home in Grosse Pointe with his fingers crossed. But to no avail. After carefully inspecting the car, and expressing his admiration for the design, Mr. Ford got back into the back seat. To Roberts' dismay, he grasped the regulator handle. There was a rasping grinding noise—then a jagged piece of broken glass rose out of the slot in the back of the front seat. Ruefully Roberts explained what had happened, and apologized for the incident. To which Mr. Ford exclaimed, "Thank goodness—I was afraid I had broken it."

P.S. Mr. Ford thought the hood extended back to the windshield was a little extreme for the Lincoln semi-custom models. He didn't care for the piano type hood hinge, and didn't like the drive-shaft tunnel in the rear floor.



Daimler Driving Impressions

When the hearty voice of Peter Satori came over the phone from his Pasadena showroom, I got the surprise of my life. *Road and Track* was welcome to use the Daimler! Personally, I wouldn't let anybody drive *my* $17,500 automobile.

As you know, this "car of kings," and descendant of those built originally in Germany in the late 19th century by old Papa Daimler, is the only British car holding a warrant from the English Crown. In fact, it is the only car in the whole world to enjoy this unique distinction.

Dollar-wise the car sounds expensive. For reasons of their own, manufacturers are making an issue out of how many pounds of automobile you get for your dollar. With its 3½ tons, the Daimler works out to nearly $2.50 a pound. That is pretty steep, but you can impress a lot more people with your 7000-pound Daimler than you can with three Cadillac convertibles, and at about the same price—in California, that is.

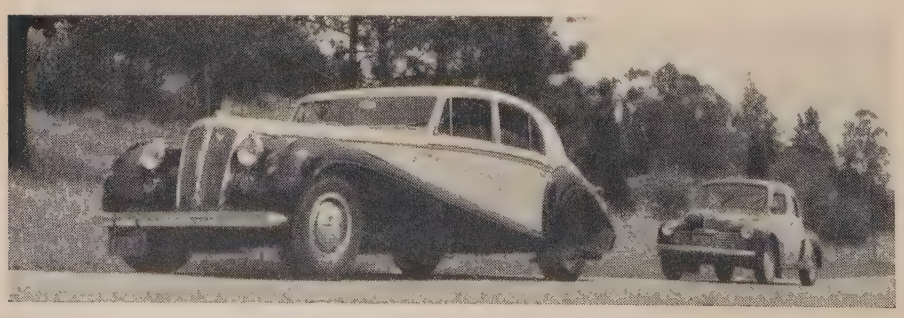
The *Road and Track* staff quite justly reasoned that there wouldn't be much interest in a complete road test of the Daimler. It just isn't that type of car. But looking back over the eight hours spent in it, I'm not so sure.

The Wilson pre-selective gear-box (that's for me) would spin the wheels slightly in *all four speeds*, and a very rough wrist watch calculation gave 0-60 in 17 seconds. Not only that, but while looking for suitable photographic backgrounds, I found that with judicious maneuvering of the spark control on the dash, the great sedan would lug down to a walk in fourth gear, *uphill!* How this is accomplished on the factory-rated 150 hp is beyond me.

Standing beside this particular Daimler, with its sleek design, you are unaware of the 147-inch wheelbase. However, once I had wheeled it onto the street, I was startled to find myself driving along with *little* Cadillacs, and miniature Hudsons!

Body finish, interior, cabinet work (yes, I said *cabinet work*), and other details were what they should be . . . completely beyond your wildest dreams!

The most remarkable reaction from any of the many awed viewers was from the girl who brought our sandwiches in a drive-in . . . She thought the Daimler was cute!



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SILVERSTONE

(Continued from page 10)

Rain, which had been only light the previous day, was heavy enough to prevent exciting times being put up on the second and final day of practice. Nevertheless, most of the entry, both production and racing cars splashed around the course; their drivers happy or unhappy depending on their senses of humor and the state of the car's plugs. The two French, 1½ litre, supercharged Simcas were very busy with Manzon and Trintignant up, as were the 4½ litre Talbots, with the veterans, Louis Rosier and "Phi-Phi" Etancelin, and Louveau. Alfas contented themselves with sending Sanessi around to check plugs and get wet. Bira brought his new 4½ litre O.S.C.A. out; this being the car with which he had won at Goodwood a few weeks previously.

Race Day

The great day broke dry if not sunny, with all the wonderful excitement of an International race meeting and over 100,000 people to watch it. The programme started with the 500cc class away promptly at 10.15.

First Race—15 laps (35 miles approx.)
Class-500cc race cars

At the end of the first lap, the field of 34 cars were lead by Lones, Iota (JAP), followed by Headland, Cooper (Norton). Brandon in a Cooper (Norton), bidding fair to repeat his 1949 success in this race, pressed hard and took over the lead in the fourth lap. He was chased hard by Brown in a similar car who had also passed Lones and Headland. Retirements were numerous: Collins, Cooper, ran out of road in a large way and overturned, fortunately, with few injuries. Grose, passing the pits on the tenth lap, was gesticulating furiously that all was not well in the spark department, when the rear engine cover on his car decided rather prematurely to remove itself and go aflying. Probably, the person who knew best how narrowly it missed hitting the Cooper immediately behind Grose was the driver, Carter. Brandon ran out the winner at an average speed of 78.19 mph. Fastest lap: 81.24 mph. Not bad for a 31 cu. in. car on a three mile road circuit! The lone American entry, Harry Schell driving a Cooper, was well up in ninth position.

Results

1.	Cooper (Norton)	E. Brandon	78.19 mph
2.	Cooper (Norton)	A. Brown	77.99 mph
3.	Iota (JAP)	C. Lones	77.49 mph

Heat 1, Trophy Race—15 laps
Class—Formula 1 Race Cars and the 2 litre H.W.M.

The starting grid showed two Alfas, two Maseratis, two E.R.A.s, a Simca and an Alta representing the supercharged, 1.5 litre group and three Talbots and Parnell's Ferrari the 4.5 litre cars. As at San Remo the 2 litre, unblown H.W.M.s were competing in this Formula 1 event by invitation.

Fangio, the Argentinian, was way in the lead at the end of the first lap. His team mate Bonetto was second, leading Parnell, Ferrari, and Shawe-Taylor, E.R.A. Parnell caught and passed Bonetto on the fourth lap leaving Shawe-Taylor, going great guns in his 14 year old E.R.A., in fourth place and Manzon, Simca, fifth. The Belgian, Claes, seemed to find his Talbot something of a handful. So much so in fact that he lost it on the eighth lap and went motoring wrong way round on the grass verge. No damage. Stirling Moss, H.W.M., and Rosier dueled energetically for sixth place. Fangio had 30 seconds up on Parnell at the ninth lap and a full minute on Bonetto. Here, however, Parnell decided life in a Ferrari can be beautiful and proceeded to dash after Fangio in no uncertain manner. Manzon finally managing to pass the E.R.A. into fourth place. Fangio, a mere second ahead of Parnell at the start of the last lap broke the record at 96.29 in order to stay ahead. Parnell, not to be completely outdone, also broke the old record at 94.54 mph. Unfortunately for him, not quite fast enough to avoid being three seconds behind at the finish. A picture finish indeed! Bonetto was third, 45 seconds behind the winner.

Results

1.	Alfa Romeo (S)	J. M. Fangio	91.38
2.	Ferrari	R. Parnell	91.88
3.	Alfa Romeo (S)	F. Bonetto	89.03
4.	Simca (S)	R. Manzon	88.98
5.	E.R.A. (S)	B. Shawe-Taylor	87.63
6.	H.W.M.	S. Moss	85.66

Third Race—One Hour Duration
Class—Production Cars up to 2 Litres Displacement

This event could well be called "The Frazer-Nash Story." In capturing the first five places with Crook the winner at 83.63 mph and with a new lap record by Newton—third man home—at 86.66 mph, F.N. demonstrated that they have a car to match the 2 litre Ferrari. More is the pity that there was not one around this year to offer competition. Last year Ascari in a Ferrari won over the same distance at 83.72 mph with a then lap record of 85.94 mph. A point for consideration is that Crook's average speed was faster than six of the cars in Heat 1 of the Trophy Race.

Results

Cars up to 2000 cc			
1.	Frazer-Nash	T. Crook	83.63
2.	Frazer-Nash	F. Gerard	83.61
Cars up to 1500 cc			
1.	M.G. (TD)	R. Jacobs	72.66
2.	H.R.G.	G. Ruddock	70.25
Cars up to 1100 cc			
1.	Morgan	J. Sparrowe	63.90
2.	Morris	T. Jones	56.03
Cars up to 750 cc			
1.	Panhard	G. Wilkins	63.15
2.	Panhard	R. Dryden	63.15

Heat 2, Trophy Race
Class—as in Heat 1

Approximately the same proportion of makes were on the starting grid as in Heat 1, with the exclusion of a 4.5 litre Ferrari and the inclusion of the O.S.C.A. (Bira). This race was made exciting mainly by a terrific display of driving by Dr. Farina, 1950 World Champion and Alfa's No. 1 driver. He led from start to finish, winning at 93.35 mph. On his third lap he established a new record —which stands—at 97.19 mph. What makes a world champion driver? Is it the split second delay in cutting and braking for a sharp corner; is it the controlled four wheel slide at over 100 mph or is it the power snake coming out of the bend that is so rapidly controlled?

The first five places did not change thruout the race. Great credit must be given to Gerard, long a protagonist with elderly E.R.A.s, for finishing in fourth place, a mere two seconds behind Bira.

Results

1.	Alfa Romeo (S)	G. Marina	93.35
2.	Alfa Romeo (S)	C. Sanessi	91.65
3.	O.S.C.A.	"Bira"	90.17
4.	E.R.A. (S)	F. Gerard	90.06
5.	Simca (C)	M. Trintignant	89.33
6.	Maserati (S)	D. Hampshire	88.28

Fifth Race—One Hour Duration
Class—Production Cars up to 3 litres and unlimited

From a Le Mans type start Wicken, XK 120, led a pack of Jaguars with Moss, Walker and Hamilton to the fore. Clarkson's 2.5 litre, sedan Ferrari was slow off the mark. Wicken lost his lead to Moss on the fourth lap and by the sixth he was trailing Walker and Hamilton. These two were having a tremendous scrap; Walker eventually getting the better of Hamilton who was nailed by Dodson in yet another Jaguar. Charlie Dodson, a last minute substitute and making a welcome return to motor racing, was much beloved of pre-war crowds at Donnington, Crystal Palace and Brooklands.

Back in the field the Nash-Healey with Rolt up was going well behind the Jaguars, as was Parnell in a 2.5 litre Aston Martin Abecassis, in another Aston Martin, dashed straight on into the horse food at one bend, apparently with no brakes or a sick transmission. Grace going very well indeed in a 2.5 litre Riley sedan was finally stopped by a flat tire. Allard's Cadillac-Allard was disappointing and he was lapped by the leaders at 15 laps.

There was no catching Moss; his Jaguar seemed to have quite a lot more urge than those of the opposition. Walker had bad luck with a faulty throttle connection which cost him fourteen places. Moss was home 1 min. 27 secs. ahead of Dodson and won a trophy, 50 pounds and a cup donated by Madame Peron.

Results

Unlimited Class

1.	Jaguar	S. Moss	84.50
2.	Jaguar	C. Dodson	83.65
3.	Jaguar	J. Hamilton	83.15
4.	Jaguar	G. Wicken	82.58

Cars up to 3 litres

1.	Aston Martin	R. Parnell	81.42
2.	Healey	G. Gale	77.61
3.	Healey	A. Stokes	75.74
4.	Healey	P. Simpson	74.12

Final of the International Trophy Race—35 laps
Class—as in Heats 1 and 2

The Final was started in remarkable weather conditions. Some minutes before the start, a storm which had been threatening broke with full fury. As the five minute maroon sounded, drivers hooted and catcalled from their meagre shelter under the bridge over the finishing straight. Mechanics tried desperately to keep the cars on the starting grid dry in the torrential rain and squalls of hailstones as big as peas. At the one minute maroon, the drivers reluctantly clambered into their cars and, as the flag dropped, the field surged off. It was difficult to see what was happening as the cars swirled through raging torrents on the road, throwing plumes of spray fifteen feet into the air. Out of the melee came Bonetto, Hamilton (Talbot) and Parnell. Manzon (Simca) was left at the start with a buckled wheel. Bira and Farina could be discerned at the rear of the pack obviously having plug trouble. Parnell shot into the lead, driving with great determination and lapping at about 60 mph. As the field trailed past all the drivers were having difficulty even seeing thru their spray washed vizors and goggles, let alone driving Formula 1 race cars on a highly slippery surface. At the sixth lap the Stewards abandoned the race and flagged the cars off. Parnell was by now well in the lead, Hamilton in second place and, in third place, Fangio, who seemed to be seriously getting down to the business of catching the leaders. After an hours deliberation the Stewards awarded the International Trophy and 500 pounds to Parnell.

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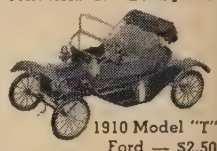

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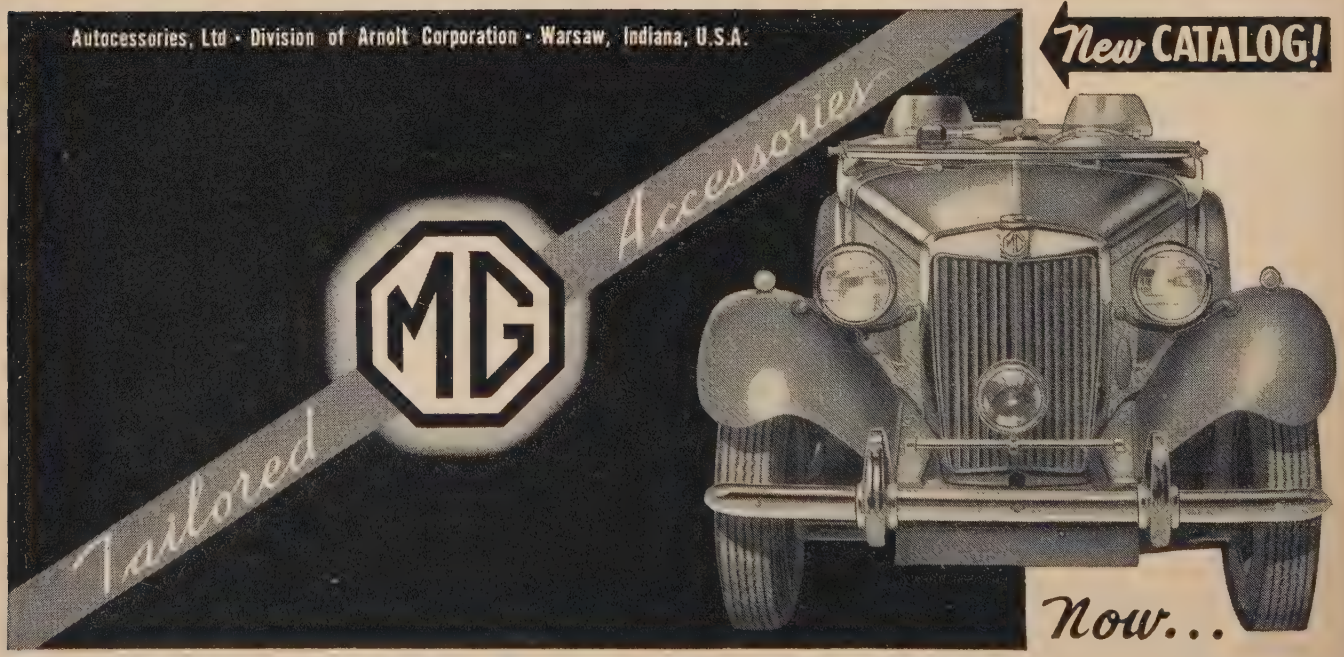

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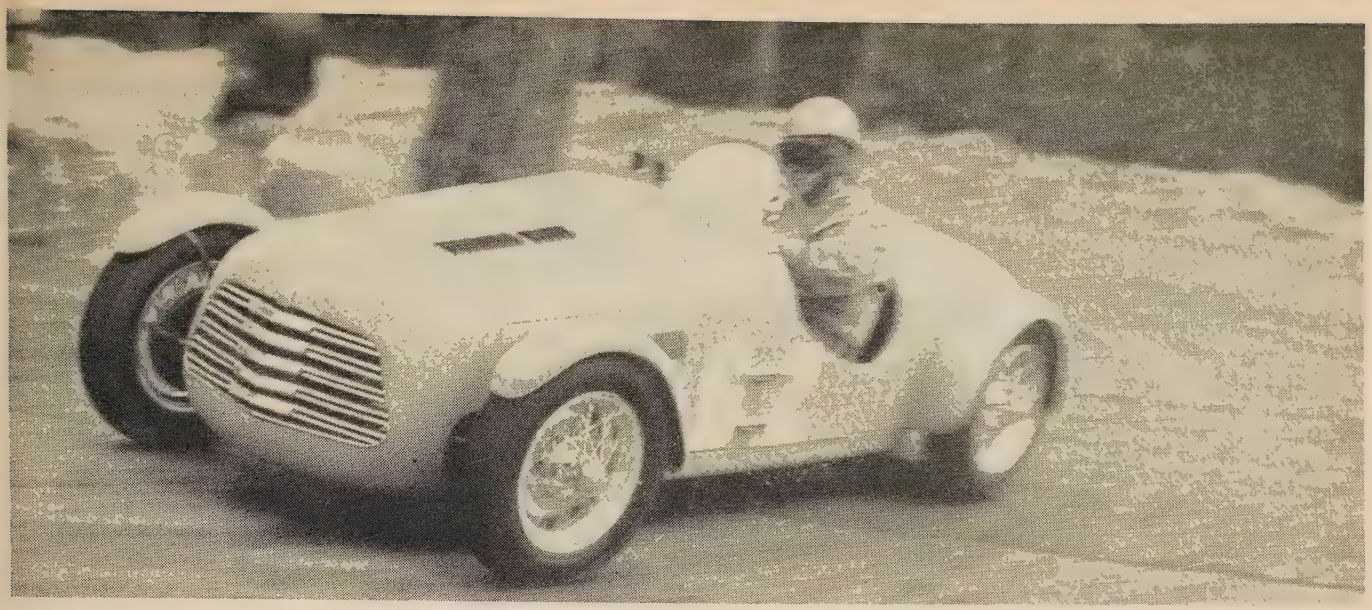


—PHOTO BY JOE AL DENKER

BARLOW'S SIMCA

HOW MUCH DOES IT WEIGH?

After the decisive victory of the Simca at Pebble Beach (1500 cc class), questions flew thick and fast. The car proved so steady, so reliable, so fast and so eye-catching, that everyone wanted full details on its preparation. Owner-builder Roger Barlow was able to satisfy all queries except one—how much does it weigh?

Since the car has yet to be put on the scales, it occurred to Roger Barlow and *Road and Track* that the readers would like to get in on the fun and add their guesses to all the others which have been coming in.

Conjectures so far have ranged between 800 and 1400 pounds if that will help you any, and to urge you on and contribute to the general excitement, a prize is offered. To the first person hitting upon the correct weight of the Barlow Simca will go a two-year subscription to *Road and Track*, plus $10 cash.

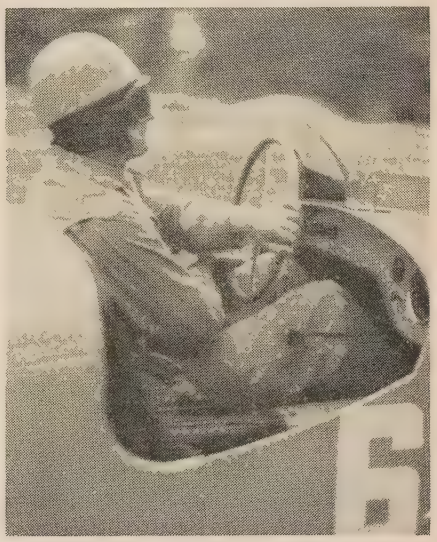
Probably the winner will be a Hottentot who makes a lucky guess, but for those of you who want to fiddle around with your slide rules, the following helpful (?) information is offered.

The car, before it was lightened in every conceivable way, was a stock Simca Huit chassis, which weighs 978 pounds (less steering column, instrument panel, gas and oil).

Now here's what they did: (and by "they" we mean not only Roger Barlow, but Bill Pringle and Joe Thrall, who prepared the car, and Murray Nichols who designed the aluminum body Emil Diedt built). Lighter coil springs were fitted in front and some leaves were removed from the rear elliptics . . . *but* lowering blocks were added to confuse you weight estimators and to correct the ground clearance. Of the three body supports, one was filled with ½-inch holes. Transmission, gearshift and rear-end are stock. The engine is stock but for the head (9.25 to 1 compression ratio) and the dual Abarth manifold, two Zenith "Torino" carburetors and two S. U. fuel pumps. This sounds like added weight but don't forget the three or four pounds removed from the flywheel.

A set of Borrani light alloy wire wheels from Alec Ulmann not only increased the tread but decreased the unsprung weight, which *might* compensate for the light aluminum fenders that are attached to the brake-drum backing plates.

(Continued on page 40)

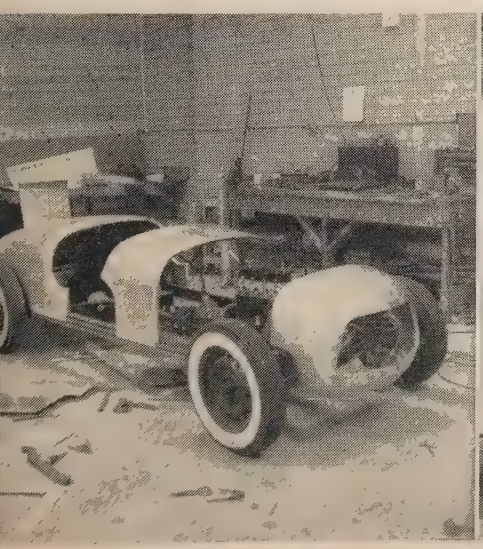


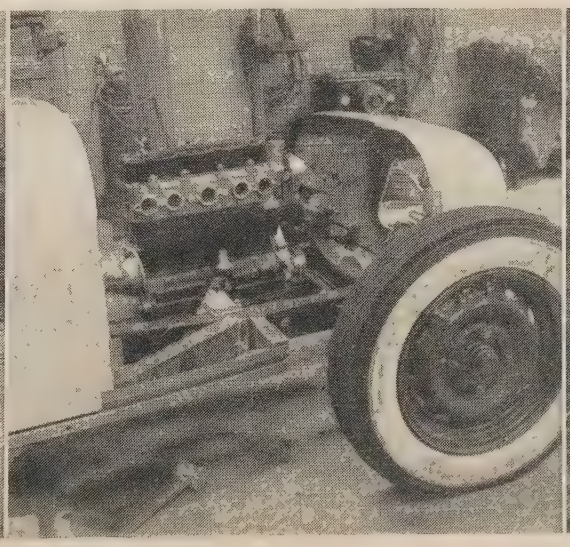
—PHOTO BY CANAAN

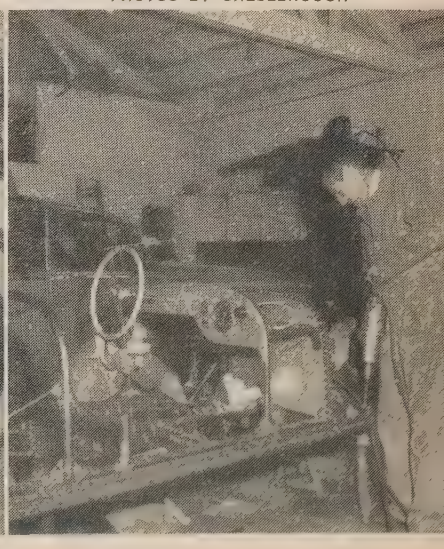
Driving the Simca without prior practice, Barlow, above, found the cornering superb. Brakes gave no indication of fade despite energetic use. Acceleration was excellent.

Below, the Simca under construction . . . Barlow, at right, drills more lightening holes.

PHOTOS BY CHESEBROUGH







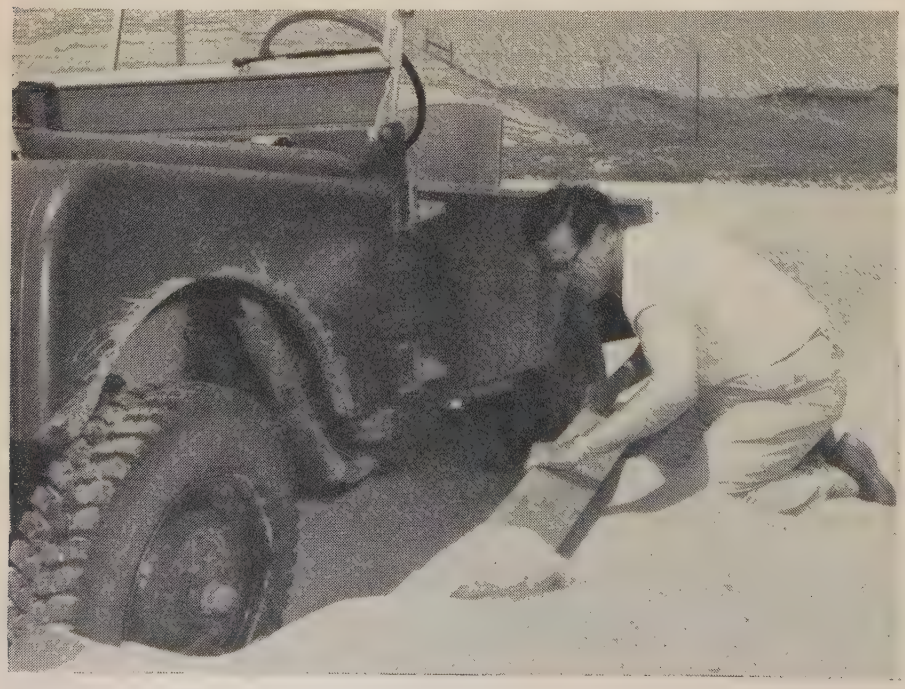
It'll Do Everything But Swim!

"This car will do anything, so don't spare it in any way," thus spoke Peter Satori as we trundled the highly functional-looking Land Rover from his Pasadena show rooms. And *Road and Track* obeyed the injunction. We literally gave it the works! We drove the car into every conceivable situation and came thru with flying colors.

Because the car has a front wheel drive which may be engaged at will, the first thing we did (naturally) was head for the steepest hill we could find, a thirty-plus percent gradation. From the bottom, the hill presented no visual obstacle; however, a strange phenomenon occurred part way up . . . the angle of ascent increased sharply. Noting tire tracks ahead, we decided it was all right to climb onward. The hill got steeper and steeper. The Rover climbed easily enough, but we began to wonder about the center of gravity. After all, just because a car has gearing and power (50 hp) to climb practically straight up, there is no reason to believe it won't roll over backwards. However, more tire tracks indicated someone else had been there before, so we gritted our teeth, let in the clutch and crawled forward and/or upward. By now we were on the steepest part of the hill and about 50 feet from the top. To our horror, the tracks we were following suddenly crossed each other, and we realized we were almost to the top of a motorcycle hill climb! The Rover was still on its feet and so with heart in mouth, we leaned as far forward as possible and pressed the throttle in order to clear the last fifteen feet. We topped the brow with acceleration to spare and then sat for five minutes contemplating.

Mr. Satori had assured us it was a military vehicle, which made us think of sand and beach-heads, so as soon as our pulse was normal, we headed for the ocean. The car waltzed right along thru traffic and was quite easy to drive. It rode easily too, with little of the jolting generally associated with this type of vehicle.

As soon as the sea hove into view, we sought a lonely spot and left the highway. Down into the deep sand we went and the Rover ground to a crunching halt. She wouldn't pull with the rear wheels alone so we engaged the front wheel drive and applied the power, which was just the ticket. The little "British Jeep" simply walked thru the sand. We drove back and forth and over small hummocks and it all seemed quite simple. We finally managed to get into a position where the Rover couldn't free herself, but it took an hour's maneuvering to do it . . . an hour's maneuvering, two hours' digging and then we made for the surf.



The tide was on its way out and the sand was soft, but after a couple of preliminary passes, we decided a real plunge wouldn't affect the water-proofed ignition, and we trusted the four-wheel drive to see us thru. A run of fifty feet with the engine revving hard in first gear and kersplash! Foam and spray flew high and drenched us to the skin but the Rover never faltered. We pulled the wheel over as hard as we dared and climbed back to relatively secure ground, mentally patting the sturdy vehicle's back. With confidence bolstered by success, we decided to pay Davey Jones a return visit.

Once again the clutch was released and the maneuver repeated. With water flying, we were about to swing back to dry sand when one cylinder cut out. We tensed and then stiffened completely as the second cylinder went . . . and the third. A couple of sputters and the engine went completely dead. All was silent except for the eager splashing of the surf against the chassis. Have you ever stood at the beach and felt the retreating waves work the sand out from under your feet? That's exactly what began happening to the Land Rover! Grabbing a rag, we jumped into the water and wiped frantically at the engine. Little pools of water sparkled around the plugs, and the distributor was sopping. With each wave, the Rover sank lower. Visions of explaining to Mr. Satori flashed before us! We could almost hear the bell in Lloyds of London tolling the loss of another vessel!

By the time the engine was fairly well wiped off, photographer Chesebrough, Rollie held high, vaulted into the driver's seat and pulled the starter. The engine kicked over smartly and with a steady hum the Rover lifted herself out of the watery grave and with a lurch tractioned up onto the beach.

Road and Track decided this much was about all that could be asked of a four-wheeled vehicle and we returned the Rover

to Pasadena. Mr. Satori thought we should know more about how the Rover acted on a trip, so he offered us the car for the weekend of the Pebble Beach Road Race.

The car cruised easily at 65-70 (flat out) all the way up and back (800 miles), which is quite remarkable considering the hp/frontal area ratio. It is loaded with useable features. Three power take offs (front, rear and center) make it a good farm and forestry vehicle. It is built to draw a trailer far in excess of its own weight which is 2600 lbs., and is maneuverable enough for speedy delivery service. Three individual foam rubber seats in front plus two benches (with optional cushions and back supports) which line the sides of the rear bed make the carrying of seven or more passengers feasible. The spare, carried normally behind the driver, may be quick-lashed to the flat hood area in front of the windshield. A car-wide ventilator three inches high opens to provide a draught, which in rough country shuts out dust, which would otherwise be sucked in thru the rear opening.

All in all, the British Land Rover is a fine rugged car, which pleased and satisfied everyone at *Road and Track*.

NOTES AND COMMENTS

Ex-G.I.s will automatically compare the Land Rover with the Army's wartime 4x4 General Purpose truck (jeep to you), and will find: sturdier construction, smaller engine, identical wheelbase, wider tread, lower ratios, more cargo space, better all-around finish, and oh! those foam rubber seats!

The Land Rover top and body combination is exceptionally tight for foul-weather, with rubber seals on all joints. The spacious body is really rugged, and parts which get the most abuse are heavily galvanized. Multiple tubular bows provide adequate support for the extra heavy canvas top-canopy.

Random thots . . . Steering wheel position is good but pedals seem too far to the left . . . Vertical motion of the brake and clutch pedals are awkward at first, it being difficult to put full leverage on them . . . Brake pedal pressure very light, and stopping power good . . . Forward visibility is sensational, with short hood, high seat, and large windshield . . . Really a pleasure to be relaxed in downtown traffic, letting the *other* guy worry about his pretty fenders . . . Gas tank filler under the seat is rather inconvenient . . . Should be terriffic for a hunting or fishing trip . . . Hand brake position a little too low for easy and fast use . . . Instrumentation not complete . . . Lighting equipment excellent . . . Center of gravity is remarkably low for a vehicle which looks so high . . . which makes for stability on corners. Loud transmission noise turned out to be not the transmission at all . . . 'twas the reassuring hum of extra-heavy duty tires. These would be swell in rough country but we would prefer a less practical but quieter and smoother tread. We would also like a rubber floor mat instead of the bare metal floors, tho rubber would be unsuitable for farmers and hunters. Slightly over G.I. compression is a big help, as it allows the use of plain gas without any annoying ping. Super-efficient air cleaner should appeal to those who run in the dust.

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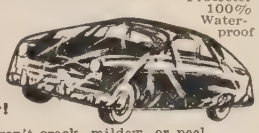

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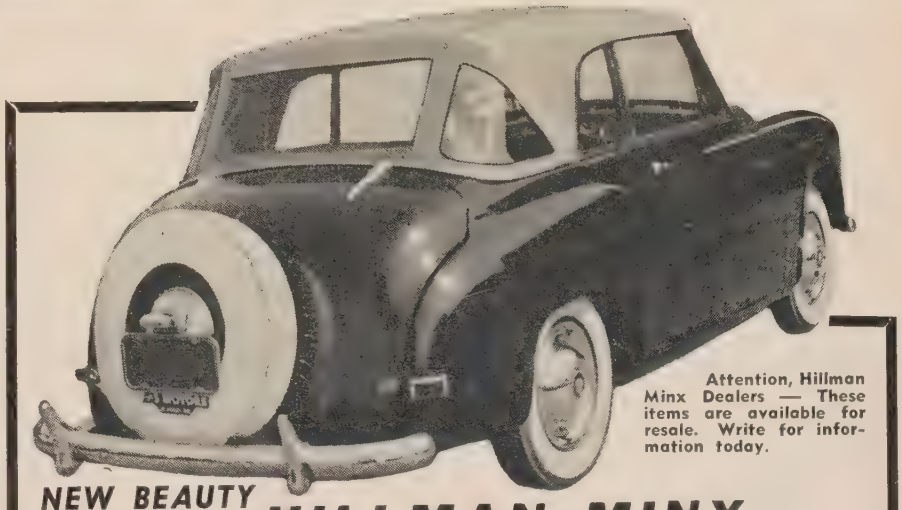

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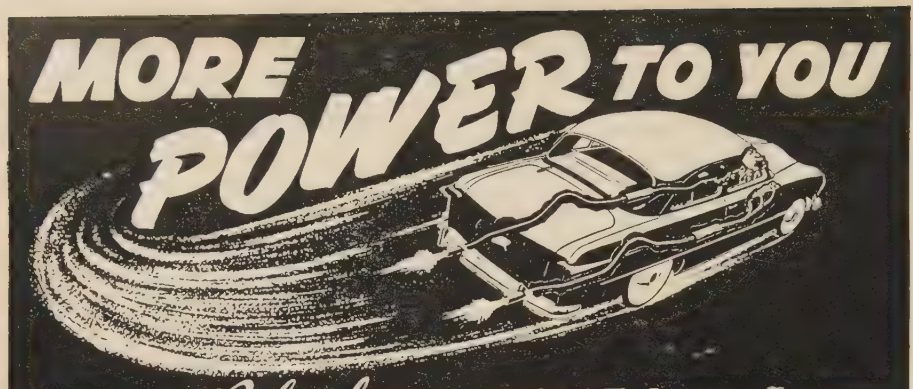

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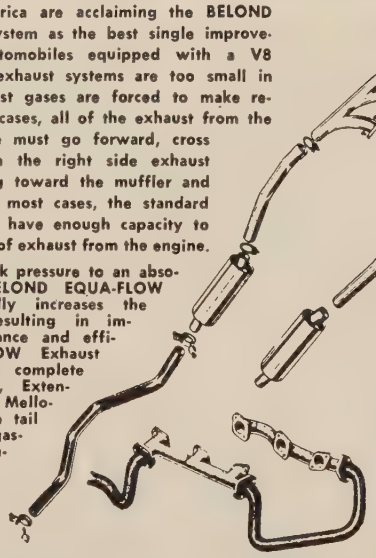

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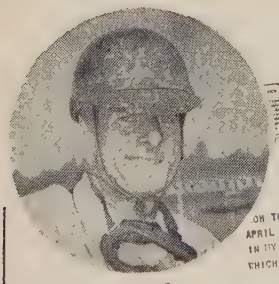

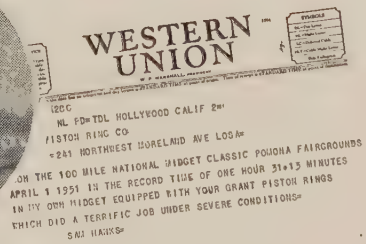
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DETROIT DIRT

Chrysler Corp. will probably have a complete new line of cars to offer for 1952. Stylewise, they are lower, sleeker and more modern in design. The Chrysler will use, of course, the V-8 engine introduced this year. Dodge and DeSoto will have new V-8's; Plymouth's new engine has yet to be decided on. The DeSoto engine (as proposed at the present time) will be a five-main ohv V-8 similar to the Chrysler in layout, but smaller. Rumors are that it is 275 cu in. displacement, developing 170 hp. The Dodge engine is identical, but shorter stroke, developing 150 hp from 240 cu in. Sports car enthusiasts will do well to keep their eyes on these engines.

Chrysler will announce a new car, the Saratoga, in the near future. This is the present Windsor, equipped with the 180 hp V-8. There is a possibility that Chrysler may offer the Dodge roadster body on the Saratoga chassis — a "Chrysler Roadster" again!

Persistent rumors are going around about the Buick and Pontiac engines . . . . both to be V-8's next year. There is a good chance that Chevrolet will also have a V-8. Chevrolet was experimenting with a V-6, but this had been abandoned at last reports. Cadillac is attempting to obtain more power from their current engine by modifications and improvements, while Olds will continue to make detail changes on their present engine.

Packard, at plants in Detroit and Utica, Michigan, will build the G. E. J-47 for the A-bomb carrying Boeing B-47, the North American F-86, the Republic F-91 and the Martin B-51. Studebaker will also build this same engine in South Bend and Chicago.

Dodge, at a new plant in Detroit, will build the Pratt and Whitney designed J-48 to be used in the Lockheed F-94-C and the Navy's Grumman F-9-F.

Buick, as new facilities in Flint and assisted by Olds in Lansing, will produce a vast quantity of Wright J-65 Sapphire engines for the British "Canberra" bomber to be built by Martin, and for the Republic F-84-F.

Chevrolet will build the Allison J-35 engine for the Northrop F-89 night fighter; Ford also has contracts for the Pratt and Whitney Wasp Major (R-4360) piston engine for use in the B-36, Boing B-50, Douglas C-124 and Navy Martin Mercator bomber.

Hudson will build the Wright Turbo Cyclone (R-3350) compound piston engine for use in the Fairchild Packet (to be built by Kaiser-Frazer), the Lockheed Neptune and the Martin Marlin Navy patrol bombers.

Nash will build the Pratt and Whitney R-2800 Double Wasp for use in the North American AJ-1 attack bombers, Vought F-4-U fighters and Grumman Guardians.

Kaiser-Frazer will build, along with the Fairchild Packet, the Wright Whirlwind engine for the North American T-28 Trainer.

Continental, in addition to its own line of aircraft engines, will also build the Pratt and Whitney Wasp for helicopters.

Besides the above, there are many contracts in the negotiating stage for other military and naval equipment, covering everything from nuts and bolts to tanks, self-propelled guns, etc.

It is interesting to speculate on the effect that jet familiarity will have on the thinking of automotive power plant engineers. One company has a test car powered by a gas turbine; so far it has been quite satisfactory, according to rumors.

CONSUL ROAD TEST

(Continued from page 8)

car is somewhat divided. Criticism centered mostly on what might be described as "lack of interior refinement." Exterior finish was excellent. The presence of some body noise indicated a too thin application of sound-deadening material . . . undercoating and respraying inside of doors would help. On the other hand, the economy (20 to 28 mpg) combined with excellent handling, tends to offset the "austerity" appointments.

Due to smaller engine size, the car did not have the smooth effortless progression of American "economy" cars. When at 60 mph, even slight hills caused a noticeable speed drop, making the lack of a next-to-top 3rd speed very noticeable to 4-speed transmission users. The durability of the mechanical components should be very outstanding, and for city driving, or for level highway use, the Consul offers a combination not found in any other car.

Special Data

60 mph=4015 rpm
2500 bpm=74.5 mph

The 4.625 axle ratio with 5.90 x 13 tires is equivalent to a 4.98 axle with 5.50 x 15 tires.

2200 MILES IN 2 DAYS

Don't get me wrong . . . I'm not claiming a record. On the other hand, this is a fairly good average for a 47 hp, 4-cylinder car. Leaving Indianapolis after the "Offenhauser 500", we pointed the short hood of Ford's new Consul towards L.A. It was soon apparent that 55 mph was the most comfortable cruising speed for this Junior Ford. Hour after hour was ticked off with the needle at a steady 55. Control on winding and windswept roads was excellent, in fact, during heavy cross winds, we found that large American cars were having considerably more trouble than the Consul. The large range of adjustment for the front seat made long hours at the wheel relatively comfortable. The clutch and brake pedals hinged from above, on the firewall, allowed more comfortable positioning of the left foot. Another advantage of this arrangement is the good leverage obtainable when braking and declutching.

Minor faults, which should be corrected in production models, were apparent. Chief among these is the failure to provide oil pressure and water temperature gauges, a serious omission typical of almost all small British-built cars. The foot operated switch failed to dim the lights 90% of the time . . . the highbeam flashing on voluntarily. This naturally caused truck and bus drivers to think we were playing games and they retaliated with all their multiple lights.

The average fuel consumption for the trip was 26 mpg. Acceleration tests between this car and the one tested locally indicated that the latter had quite an edge. Mine, however, got considerably better gas mileage. —"Mr. C."

LATE NEWS

The lease on Silverstone Airfield (England), which has been the scene of the British Grand Prix and many other important race events, will soon expire. Boreham Airfield, near Chelmsford, is being considered as a successor.

Simca have announced a new 4-door sedan featuring combination body-frame design and the Simca "Sport" engine. Known as the "Aronde" (Swallow), this 96" w.b. car shows both American and European influence.

Jaguars are still holding the "XK-150" as a top secret but the wraps must soon be removed for participation at Le Mans.

Also at Le Mans will be a special aerodynamic bodied MG Mark II TD. Resembles cross between XK-120 and Mille Miglia Fraser-Nash.

Dame Rumor reports serious talks between "Madman" Muntz and E. L. Cord.

In a changeabout Fangio will be on the Talbot team at Le Mans while Chiron will drive for Ferrari.

Mercedes team will run at Monza in the Italian Grand Prix. Immediately afterwards they will leave for Indianapolis where they will practice for next year's "500."

NOTES ON GIANT'S DESPAIR HILL CLIMB

Tho a coal town, Wilkes-Barre is an attractive city surrounded by beautiful green hills. And it was like a European town on race day, echoing day and night with open exhausts condoned (temporarily)! by the police. We of SCCA and AACA were given every courtesy not only by officials, but by the whole population.

Charles Moran, Jr., Class VI (sports) winner, drove the du Pont at Le Mans, '29, and at Indianapolis, '30 . . . Hoe's Duesenberg is a stock model J, the 124-in. chassis being drilled and carrying a light home-made body. Compression has been raised, and a 4-carb. manifold added. A truck transmission gives 5 forward speeds.

Few exciting moments in the climb; just a skid or two, and a brief fire in Carson's MG.

Ken Hill, RE of SCCA's Philadelphia Region, deserves vast credit for his organizing of the climb, ably assisted by countless others. His Mercury-powered "Flying Banana" always puzzles the spectators . . . Too bad Willie Haupt could be present only for a few hours.

Sherman's Hispano and Park's Bentley both have home-made bodies á la Weymann (fabric covered) . . . It was a rare day for Wilder's "Old Grey Mare," which usually makes btd, despite being mostly stock '36 Ford . . . A horsehair-upholstered Kaiser, with western "horsey" fittings in silver, was displayed in the lobby of the Sterling, the leading hotel. The SCCA lads' comments were worth hearing!

Giant's Despair Mountain has been afire for 49 years, and wisps of steam exude from fissures in the rocks. Coal mines caught fire and still burn, all efforts not withstanding . . . Rode down in the rain in the '14 Stutz Bearcat, and now I know why windshields and tops were invented.

The Effyh has about a seventh the displacement of an XK-120 Jaguar, yet it beat most of the latter . . . Phil Moore's time shows what a hot car the 2.3 Alfa was in its day . . . Too bad the Stutz Bearcat was sour, as it has actually exceeded 80 mph, and it's all stock.

There must have been 500 SCCA and AACA members in town . . . Contestants came from 10 states and Canada . . . There were about 50 sports cars which didn't compete, being used only for transportation . . . The antiques came from as far as 275 miles, over the mountains and in the rain, most of them under their own power. In their own way, those AACA chaps are just as rugged as the sports car boys.

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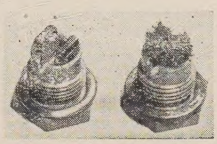

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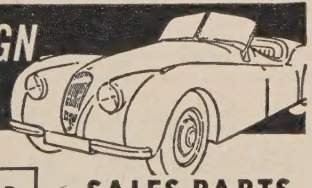

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GIANT'S DESPAIR

(Continued from page 27)

Car No.	Displacement cc.	Make	Driver	Practice Time	First Run	Second Run
			Sports Class I (over 5500 cc)			
2	6890	Duesenberg J Spl.	A. J. Hoe	1:16.8	1:13.8	1:12.5
			Class II (4000-5500 cc)			
62	5420	J2 Cad.-Allard	Dellevan Lee	1:12.8	1:08.6	1:07.5
31	5424	Meyer Special	B. Stevenson	1:15.9(1)	1:11.6(1)	1:10.0
81	3410s	Jaguar XK120	Lee Hill		1:15.4	
43	5420	K2 Cad.-Allard	Preston Gray	1:17.2	1:19.0	1:16.2
			Class III (3000-4000 cc)			
70	3442	Jaguar XK120	Gordon Lipe	1:17.6	1:12.8	1:11.6
75	3442	Jaguar XK120	George Fleming	1:14.0	1:15.5	1:12.2
17	3500	Jaguar XK120	Bob Reider	1:12.4	1:12.7	1:13.5
38	3442	Jaguar XK120	Richard Irish	1:19.7	1:14.1	1:12.9
39	3442	Jaguar XK120	Hector Scheffer	1:18.7	1:15.0	1:13.4
30	3500	Jaguar SS100 (XK eng.)	Dave Garroway	1:17.2	1:15.4	1:14.0
66	3442	Jaguar XK120	Roger Merrill, Jr.		1:16.3	1:15.0
37	3442	Jaguar XK120	Sherwood Johnson	1:14.4	1:15.4	1:15.7
69	3442	Jaguar XK120	C. D. Thomson	1:25.2	1:17.3	1:18.4
76	3442	Jaguar XK120	George Tierney	1:23.2	1:20.4	1:18.1
12	3500	Jaguar XK120	Herbert Hart	1:21.4	1:19.4	
59	3442	Jaguar XK120	Lewis Flink		1:22.2	
8	3500	Jaguar SS100	George R. Harris III		1:31.5	1:24.6
56	3500	Allard	J. B. Sabal, Jr.	1:26.9		
			Class IV (1950-3000 cc)			
25	2580	Aston-Martin DB2	Briggs Cunningham	1:22.8	1:18.4	
46	2580	Aston-Martin DB2	Wm. C. Spear	1:32.2	1:20.0	
65	2496	Lea-Francis	Arthur Iselin, Jr.		1:25.9	1:26.3
41	1953	BMW 328	E. J. Tobin	1:34.2	1:25.6	1:24.9
			Class V (1500-1950 cc)			
63	1250s	MG TC	Charles Moran, Jr.	1:40.2	1:23.0	1:24.0
102	1250s	MG TC	Hobart Cook	1:33.9	1:27.8	1:24.3
49	1250s	MG TD	William C. Park		1:30.2	1:29.9
10	1250s	MG TC	James T. Carson		2:01.2	
			Class VI (1000-1500 cc)			
64	1441	MG TD	Boris Said, Jr.	1:41.0	1:25.7	1:27.1
61	1250	MG TC	Robert H. Fergus	1:30.0	1:27.4	1:28.2
35	1250	MG TC	Alden Johnson	1:32.9	1:29.2	1:27.9
4	1250	MG TC	Sheldon Morrill	1:30.4	1:28.3	1:28.0
34	1250	MG TC	Donald E. Millians	1:36.3	1:28.2	
23	1496	HRG	F. Koster		1:31.1	1:29.9
68	1250	MG TC	Edward W. Kinsley	1:30.8	1:30.3	1:30.5
78	1250	MG TC	Snowden-Cornett		3:04.3	1:30.9
71	1485	Jupiter	George C. Rand	1:40.6	1:32.3	
40	1250	MG TC	J. O. Archibald		1:32.3	1:33.6
48	1250	MG TD	Robert Toland		1:36.3	1:34.2
6	1250	MG TD	William B. Lloyd	1:38.5	1:34.4	
79	1250	MG TD	Hawley		1:36.7	1:36.2
58	1250	MG TD	Lester Flink	1:42.4	1:36.7	
42	1250	MG TD	William D. French		1:52.6	1:40.2
45	1221	Simca Sport	John Bentley	1:43.7	1:40.2	
36	1250	MG TD	Henry W. Wessels III	1:46	1:42.3	1:45.1
80	1400	Morris Minor	J. W. Fergusson		1:43.5	1:45.4
			Class VII (750-1000 cc)			
24	732s	Crosley	Jack E. Ingham		1:47.1	1:38.9
			Class VIII (500-750 cc)			
22	732	Crosley	Ellsworth Hall		2:13.2	2:10.4
			Unrestricted Class I			
60	4900s	Type 54 Bugatti	Wm. F. Milliken, Jr.	1:26.7	1:20.5	1:12.9
			Class II			
21		Altemus Spl.	James Altemus		1:25.4	1:15.9
77	3920	Speedcraft Spl.	E. J. Cornett		1:22.5	1:18.4
32	4060	Mercury Tandem	Kenneth F. Hill	1:24.3	1:25.0	
			Class III			
54	3625	"Old Grey Mare"	Robert J. Wilder	1:19.0	1:19.6	1.24.0
			Class VI			
55	1287	MG Magnette	W. B. Franklin		2:01.0	
			Class IX			
7	500	Effyh	John Fitch	1:15.8	1:12.9	1:12.8
51	497	Cooper	C. F. Wheaton	1:18.6	1:21.6	1:17.2
			Vintage Class I			
33	6800s	Mercedes-Benz SSK	Charles Addams		1:23.0	
16	6597	Hispano-Suiza H6B	J. J. S. Sherman	1:55.2	1:47.5	1:45.0
73	7750	Rolls-Royce Ghost	Dudley Wilson	2:37.1	2:43.2	2:52.3
14	6800	Stutz Bearcat E	A. J. Koveleski	2:39.2	2:50.4	
			Class II			
3	5000	Mercer Raceabout '22	William Daily		1:58.1	
28	5000	Mercer Raceabout '12	Samuel E. Baily		2:05.6	
11	5000	Mercer Raceabout '18	Fred Schreiter	2:19.4	2:17.6	2:11.8
			Class III			
74	2336s	Alfa Romeo	Phil Moore		1:26.1	1:16.9
			Class IV			
9	2300	BNC	George Caswell	1:27.1	1:29.0	1:26.0

(1) driven by John V. Meyer. s=supercharged (supercharged cars move [illegible] class).

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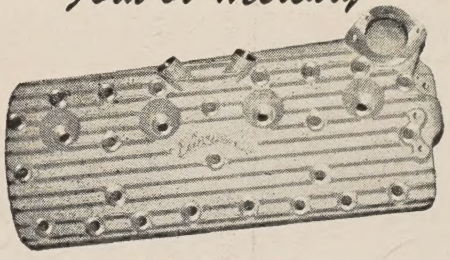

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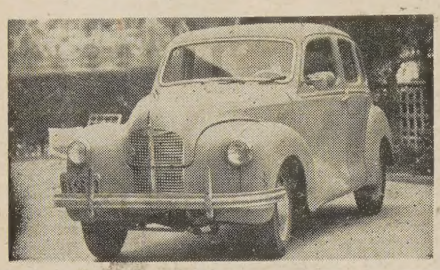

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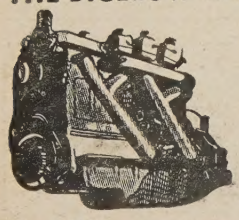

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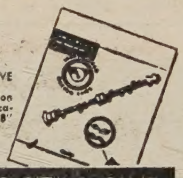

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PEBBLE BEACH

(Continued from page 5)

MG-V8 lost a spindle on this same corner. Fortunately, all escaped personal injury . . . Parkinson later drove MacDougal's TD. Bill Friedauer's fine bored out MG TD #41 was a mass of parts on the garage floor on the Tuesday before the race. After getting it together Wednesday his fellow 4-Cylinder Club of America members rallied 'round and drove it on a round the clock schedule to break it in for the big race.

Between races—spectators running like mad to a new vantage point from which to watch the next race. The grass is always greener just over the fence. Crowd control was excellent (except escape roads and end of races) and running of events smooth, all to the credit of Chairman Kjell Qvale and the San Francisco Region of Sports Car Club. If this brand of stewardship keeps up, sports car racing is here to stay. Concours d'Elegance drew an admiring crowd . . . there were many cars on hand (but not entered) definitely qualifying as elegant.

Let's see—slightly taller pistons—somewhat cooler plugs—one size larger jets and I've got to do something about those brakes—well, see you next time.

RESULTS

THE DEL MONTE HANDICAP
(10 laps—21 miles) Time 21:42.89

Pos.	No.	Car	Driver
1	2	Alfa Romeo	Phil Hill
2	26	Edwards Sp.	Sterling Edwards
3	82	MG-V-8	Ritchie Ginther
4	40	Cad-Allard	Jack Armstrong
5	14	Cad-Allard	Bill Pollack
6	20	Ferrari	Jim Kimberly
7	4	Jaguar XK	Bill Breeze
8	17	Cannon Sp.	Jim Seely
9	88	MG-TC-S	Jack McAfee
10	60	MG-TD	Don Parkinson

THE CYPRESS POINT HANDICAP
(6 laps—13 miles) Time 13:45.13

Pos.	No.	Car	Driver
1	8	Jaguar XK	Dick Jackson
2	28	MG-TD-V8	Dick Jones
3	5	MG-TD	Sam Weiss
4	23	Jaguar XK	Bob Menefee
5	78	MG-TD	George Rush
6	98	MG-TD	Tip Blume

THE PEBBLE BEACH CUP
(48 laps—100.8 miles) Time 1:35:37.16

Pos.	No.	Car	Driver
1	14	Cad-Allard	Bill Pollack
2	40	Cad-Allard	Jack Armstrong
3	4	Jaguar XK	Bill Breeze
4	2	Alfa Romeo	Phil Hill
5	62	Simca	Roger Barlow
6	89	Jaguar XK	Jack Cooper
7	11	MG-TD	John von Neumann
8	36	GMC Allard	Basil Panzer
9	88	MG-TC-S	Jack McAfee
10	60	MG-TD	Don Parkinson
11	17	Cannon Sp.	Jim Seely
12	9	MG-TD	Bill David
13	44	MG-TC	Barry Wagner
14	19	Merc-Allard	Colonel Steinmetz
15	10	Crosley HS	Gene Devin

BARLOW'S SIMCA

(Continued from page 33)

The stock radiator was retained. *However*, an overflow tank (1 gal approx.) was bolted to the firewall above the engine and the instrument panel was cut from aluminum sheet as was the 15½ gallon fuel tank. The headlights were moved to a position behind the cut down grille, which won't affect your calculations any. A Nardi "Torino" cork-covered steering wheel was used.

Those are most of the salient facts except that the Emil Diedt body, being aluminum, is practically featherweight and there was but one coat of French Racing Blue paint used. Don't laugh! A little thing like an extra coat of paint or two means extra ounces, and it is the accumulation of ounces adding up to pounds which makes the difference in a road race.

Now that we have confused you, how much does it weigh? The best method of arriving at an accurate figure is to keep in mind the light aluminum body and the extensive hole-boring operations and then close your eyes and make a wild stab.

Be sure and guess fast and get your estimate in early. Don't forget, in case of a tie, it is the earliest postmark which wins the 2-year subscription and the ten simoleons.

When the car is finally put on the scales, it will be *without* gas, water and oil, so adjust your calculations accordingly.